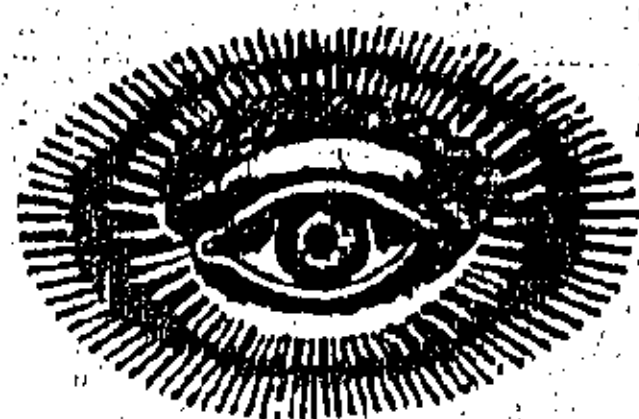


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HONGKONG LONDON SHANGHAI

The Hongkong Telegraph

FOUNDED 1861
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SATURDAY, MARCH 26, 1927. 日三廿月二

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NANKING SITUATION EASED.

FOREIGNERS EVACUATE CITY.

CHIANG KAI-SHEK SUCCESSFULLY INTERVENES.

INTENSE U. S. ANXIETY.

The latest news from Nanking is that when the British and American naval authorities failed to receive satisfaction from the Nationalist Commander regarding the safe evacuation of the foreigners remaining ashore, they threatened to bombard the salient military points of the City last evening.

Tidings of this threat reached Marshal Chiang Kai-shek, who had just arrived at Wuhu, and he urgently requested to such bombardment, undertook to be personally responsible for the safety of foreigners and immediately proceeded down stream to Nanking, where he arrived shortly before six o'clock last night. H. M. S. Emerald has since wirelessly that the bombardment "has been postponed."

It is also reported that all remaining foreigners have now been rescued, but that there has been much wanton looting of foreign homes and missions. Foreign women were treated with great brutality, and a French priest was shot dead. The British Consul-General and Captain Spear, both wounded, are now safe, aboard H. M. S. Emerald, and the missing Marines are also safe. The large number of Americans, previously reported missing, have also been found.

The telegrams below tell fully of the terrible happenings, and there are fears expressed that the Powers are faced with a really first class crisis in China, even greater than the Boxer Rebellion.

Shanghai, Mar. 26, 12.35 a.m. The story of what happened at Nanking, after the British and American naval forces shelled the Standard Oil Hill on Thursday afternoon, is told in official wireless despatches now available in Shanghai.

Under the cover of a barrage, a rescue party approached the Hill and covered the retreat of the foreigners who had to scramble over the City wall to safety. The bombardment produced the desired effect, and the Cantonese Commander very soon afterwards communicated with the Senior British Naval Officer requesting the "cease fire." The latter replied, insisting on the Cantonese Commander being on board H.M.S. Emerald by 10 o'clock in the evening to arrange the escort of all foreigners to British boats by 10 o'clock the following morning.

The Cantonese were informed that unless a favourable reply was received, the foreign naval forces would take all necessary measures themselves for the protection of foreign life and property. The American Admiral Hough arrived later from Hankow aboard U.S.S. Isabel, the flagship of the Yangtze Patrol, and concurred with the British action.

"Evasive and Insolent."

The Cantonese Commander failed to turn up in the afternoon Admiral Hough, who had taken charge of the situation, as the Senior Foreign Naval Officer, received what is characterised as an "evasive and insolent reply." As the result of a conference with the Commander of H.M.S. Emerald, Admiral Hough decided to send a final warning to the Cantonese and he also sent a wireless message to the American Commander-in-Chief at Shanghai, emphasising the necessity of firm and immediate action in order to preserve the lives of foreigners remaining in the City and to enable the wounded ashore, including the British Consul General, Mr. Bertram Giles, to receive proper attention.

Threat to Shell.

Admiral Hough declared that, unless otherwise instructed and unless the situation radically changed, he proposed, jointly with the British, late in the afternoon to shell the salient military points, avoiding injury to the civilian population as far as possible. He felt that this would have an excellent moral effect in Nanking and throughout the whole river, whereas failure to take effective action would not only imperil the

lives of the remaining British and Americans but probably necessitate the prompt evacuation of all British and Americans from the whole of the Yangtze Valley.

Valuable Assurances.

Marshal Chiang Kai-shek arrived at Wuhu yesterday morning and later, hearing the news of the afternoon happenings at Nanking, protested against the shelling of the British Vice-Consul, Mr. Tribe, who is there investigating the recent disturbances. Marshal Chiang Kai-shek undertook full responsibility for the protection of foreigners, but it is understood that Mr. Tribe replied in a strongly-worded communication questioning the value of such assurances in view of the inability of the Cantonese Commanders already on the spot to assert any authority over the Southern troops. There were despatches from Nanking in support of Mr. Tribe's estimate of Marshal Chiang Kai-shek's ability to control the situation. His arrival at Nanking was regarded as problematical by the naval authorities who did not consider he was likely to be able to achieve anything towards saving the remaining foreign lives even if he so desired or could arrive in time. Hence decisive foreign action was deemed imperative.

Consulates Looted.

Describing the chaos which followed the Nationalists' entry into Nanking, the despatches confirm that all the Consulates were looted by the Cantonese troops, who were completely out of hand and entirely undisciplined. They mention that Mr. Bertram Giles was wounded at his Consulate by a civilian gunman, and Captain Spear, who is still missing, was there at the time.—*Reuter.*

CANTONESE INSOLENCE.

City May Be Shelled.

Washington, Mar. 26. Rear-Admiral Williams, the United States Commander-in-Chief in Chinese waters, in a report to the Navy Department, states that an insolent reply has been received to the demands presented to the Cantonese by the British and American naval authorities yesterday.

He adds that he considers that the opinion of the Senior British Naval Officer at Nanking, that there should be a determined shelling of military points in the city, avoiding as far as possible quartering of military points in the city, would be a beneficial effect in Nanking and throughout the whole river, whereas failure to take effective action would not only imperil the

FOREIGN PROPERTY LOOTED.

French Priest Shot.

Shanghai, Mar. 26, (midnight.) This evening's despatches from Nanking indicate that as the result of the British and American naval authorities' firm stand, the situation has eased sufficiently to permit the evacuation of the remaining foreigners without recourse to the drastic action earlier foreshadowed.

According to reliable foreign reports, many foreign homes and much missionary property was wantonly looted, and burned by untrained Nationalists, while foreign women were treated with the greatest brutality, roughly handled and had their clothes torn. One of the most ghastly incidents reported, is that of the shooting with a pistol of a French priest by a Nationalist officer.

It is now established that Captain Spear, who was wounded in two places, is now safe on board H.M.S. Emerald.—*Reuter.*

CHIANG KAI-SHEK ARRIVES.

Forceful Action Postponed.

Nanking, Mar. 26. No satisfaction having been received concerning the demand of the British and American naval authorities regarding the escorting of all foreigners to safety aboard foreign war vessels, forceful action was threatened by them, but later Marshal Chiang Kai-shek requested that forceful action be withheld pending his arrival at Nanking when he would guarantee the safety of foreigners. The British, American and Japanese Commanders-in-Chief at Shanghai directed their respective Senior Naval Officers at Nanking, if possible, to avoid drastic action until Marshal Chiang Kai-shek has been given an opportunity for fulfilling his guarantee.

Marshal Chiang Kai-shek is reported to have arrived at Nanking at 5.30 to-day and "shortly afterwards H. M. S. Emerald reported that action had been postponed."

The British Consul-General, Mr. Bertram Giles, slightly wounded, with the Consul party and the missing Marines are now on board H.M.S. Emerald. Captain Spear, Military Intelligence Officer, previously reported killed is, safely, though wounded. The Japanese Consul-General is now reported safe and all Japanese nationals have been evacuated.

About 150 Americans, who were reported to be still a shore this morning are now accounted for. One has been killed and one wounded.

H. M. S. Dauntless and a Japanese cruiser, the Tenryu, sail from Shanghai for Nanking tonight.—*Naval Wireless.*

NO REAL ENMITY.

Chiang Kai-shek's Assurance.

Shanghai, Mar. 26, 1.30 a.m. In contrast with the truculent attitude of the Nationalist military leaders at Nanking, Marshal Chiang Kai-shek and General Pai Ching-hsi profess to desire an amicable settlement of yesterday's incident.

A Wuhu message from Japanese sources states that the former last night sent to the Japanese Consul a representative who stated that, although the cause of the foreign bombardment was not known, the Southerners had no enmity against either Britain or America, and he added that Marshal Chiang Kai-shek would proceed to Nanking immediately to settle the incident with full responsibility. He asked for this message to be conveyed to the British and American authorities at Nanking, coupled with an earnest desire that they stop the bombardment.

General Pai Ching-hsi, interviewed here on the subject, suggested that the blame for the Nanking disorders should be placed at the door of the retreating Northerners rather than at the door of the Nationalists. He hoped that the incident would be liquidated in a peaceable manner which would not inflame the Chinese against foreigners. He confessed that the suppression of plain clothes gunmen was one of the Nationalists' most embarrassing problems.—*Reuter.*

AMERICAN ANXIETY.

A "First-Class Crisis."

Washington, Mar. 26. Officials here are deeply concerned over the situation at Nanking.—*Reuter's American Service.*

KWANGSI THRILLS.

LADY MISSIONARY'S EXPERIENCES.

EXCITING RIVER TRIP.

Any one wanting thrills should try a trip through Kwangsi at present, writes a *Telegraph* correspondent from Nanning. Mrs. Smith, of Kwai Uen, whose husband is sick, decided (says the correspondent) that she would return to her station at Kwai Uen, where the couple have conducted an orphanage for blind children for over twenty years, and get her baggage in preparation for home leave on account of sickness. The first incident, after renting a cabin on the Kwai Uen motor boat, was the demand by an official that she move out into the general room, which is no more private than a cattle car, with the rest of the passengers, in order to make room for his retinue of about twenty women. After the official had wearied himself trying to get all these into a four-bunk cabin, he moved off into a junk and left the foreign lady to arrange her affairs as best she could.

Boat Fired On.

About thirty miles above Wuchow, the boat was fired upon from the hills, and about twenty minutes was spent in breathless anxiety until the boat got out of range.

Upon arriving at Kwai Uen, the town was found placarded with anti-foreign and anti-Christian posters. Soon after arriving at the compound, which is in the centre of the city, the foreigners were the object of a popular demonstration by nearly all the students in town. The cries were "Down with Christianity," "Down with Imperialism!" "Down with Mother-in-Law Deceitism!" The last phrase was given special emphasis by the girls who had just declared their "liberty and equality" and were celebrating the event by a "bobbed" and "shingled" procession. Sufficient to say that "Faan Kwai Poh," decided to do her packing rather hurriedly and leave before daylight next morning.

Attack on City.

While she was packing, about midnight, guns were suddenly heard, the fire alarm was given, and all over town there was the greatest uproar of guns, gongs, screaming and yelling that could be imagined. The helpers who were packing became frightened and began to scurry about for safe hiding places. It proved to be an attack on the city by thieves, who were seeking loot and hostages for ransom. Luckily they did not penetrate as far as the mission property before being driven out.

The downward trip had its excitement as well. At Wuchow, a "boss coolie" came along, and, seeing a foreign woman and a pile of baggage said:—"Faas Tsai! get rich; special price twenty dollars. Coolie Union no talk price." No one else dared to make an offer or to help out.

As the foreigner's cook and boy were present, and as the parcels were all convenient for handling, and as the British Captain of the Hongkong boat, who was observing the situation, kept his eye over the rail to see that no personal violence was attempted, the lady extricated herself and baggage by the payment of three dollars to a sampan woman. She was permitted to carry a little of her baggage herself.

Never Again!

Asked if she was planning on a trip to Kwangsi again soon, she said she thought it would take a year's leave to rest her nerves. Another lady who joined her on the trip, says, "Nevermore!" Banditry has been on the increase lately and some of the bands are 200 or 300 strong and are becoming very daring. On the evening of March 14, the president of the Postal Commission, Mr. Ching Man-ling, on the Nanning foreign concession, near the city, was raided and his only son, Ah Tak, about eight or ten years old, was carried off for ransom. His whereabouts at the time of writing have not yet been ascertained.

Motor Boat Piracies.

Motor boat piracies are becoming of daily occurrence. The M. B. Mah Ying was recently

CHINESE TONG WARS IN AMERICA.

AUTHORITIES THREATEN BIG DEPORTATIONS.

CAUSE OF OUTBREAK.

New York, Mar. 26. The police in all the great cities throughout America are guarding the Chinese quarters in order to prevent reprisals following the outbreak of the "tong" war mentioned yesterday and in which, so far, eight have been killed and two seriously injured. Forty-five arrests have been made.

The authorities are determined to restore peace and have threatened to deport Chinese "by the shipload" unless the shootings cease. According to the police, the murders have been committed by Chinese gunmen who have been paid \$400 for each murder.

Bitter commercial rivalry is believed to be the cause of the outbreak, which is in no wise connected with the events in China.—*Reuter's American Service.*

RESERVE OF OFFICERS.

NEW VOLUNTEER REGULATION.

The following regulation has been made by the General Officer Commanding the Troops, with the approval of the Governor, under and in accordance with Section 11 of the Volunteer Ordinance, 1920:

The following paragraphs are substituted for paragraphs (13) and (14) which appear in Government Notification No. 602 of 1924, and were added to regulation 3 in the First Schedule to the Volunteer Ordinance, 1920.

(13) Any officer of the corps whose transfer to the reserve of officers is approved by the Governor, and every officer of the corps who shall be absent from the Colony for a longer period than fifteen consecutive months shall be transferred to the reserve of officers. The said period of fifteen consecutive months may be wholly or in part prior to the date of this regulation.

(14) An officer who shall have been transferred to the reserve of officers by reason of absence as aforesaid and shall thereafter return to the active list or retained list or retained in the reserve of officers at the discretion of the administrative commandant of the corps.

FREE VACCINATION.

OVER 31,000 TREATED.

A striking example of Anglo-Chinese co-operation is afforded by the work now being carried out, in the form of free vaccination, by members of the St. John Ambulance Brigade in Hongkong. Lymph is supplied by the Government and a Corps consisting of Europeans and Chinese is working in perfect harmony in supplying this treatment to the native population.

The following list gives the number of Chinese vaccinated under this scheme up to and including Thursday:

Chinese Y.M.C.A. Division	16,965
King's College Division	1,676
Railway Division	1,408
Indian Division	2,425
Kowloon Division	6,818
Mongkok Division	922
Shaokwan Division	1,336
Un Long, etc.	137
Total	31,254

It is expected that a large number will be vaccinated during the current week, as many new Stations have been established by the Ambulance Brigade.

captured. Four were killed, several wounded, and all the cargo and some of the passengers were taken and held for ransom.

The motor boat Kong Ten was fired at by pirates at the Faan Tan rapids, about 15 miles below Nanning and has returned and is tied up waiting until soldiers are sent down to clear up the river. Nearly every boat reports being fired on

Bulls and Inners

From the Office Butts.

According to the *Daily Press*, the Chief Engineer of the Hopsang lost a "stethoscope" camera. This doesn't sound very well.

It is suggested that the Scottish team arranged that the *Herald* Cup be not produced in order to avoid filling it after the match.

There is every likelihood that it will now become Pious Bay.

War News:—In Queen's Road last week we saw General Custer batten and General Buster Keaton.

Noting the "may" and "might" query in the *Post*, may we suggest that might has often been right?

Skirt, once a common noun, has become an abbreviation.

How the coal scuttles!

McWhirter's remark on viewing last season's bathing suit—"Darn it."

As we understand our medical geography, a cesspool is a neglected body of small entirely surrounded by new houses.

A stray bat from the belfry:—What Hongkong badly needs is pneumatic muzzles to keep the poor dears from hurting themselves.

A prominent citizen is in the course of writing a letter to the papers advocating the formation of a club confined to those of the community who still prefer to use the old-fashioned razor and shaving paper.

A telephone operator in Monte Carlo has won a huge fortune at roulette. She must have got the right number at last.

We can stand a lot, but let's hope no Hongkong man will become enthusiastic over both golf and radio.

One-way pockets have become quite fashionable in Aberdeen.

"Public Works Department Wants Dam Funds," says a *Manila* paper. So does ours, but it isn't so rude about it.

Kansas has repealed its old anti-cigarette law. Next thing we hear, the women there will be bobbing their hair.

In commenting on the Heifetz recital, the *Daily Press* stated, "The player lifted the composition out of the realm of the material; one was no longer conscious of time or space." A regular knock-out, in fact.

With reference to Powell's burglary, the *Post* states, "It is now learned that the thieves made use of razors and shaving mirrors before they departed." We can only suppose they wanted to edge away while there was safety!

Suzanne Lenglen has received an offer to appear at the *Folies Bergere* to do a few stunts with her tennis racquet. Fast sets?

A magistrate has stated that the water chestnut is fruit. Most berries should be mulched a little of the fruity variety we know have now.

Boxers never get angry but sometimes they feel a little hurt.

Among the great composers will rank the man who invents motor tyres that will sound like ambulance gongs.

Military Note:—The man who gets loaded too often will eventually get fired.

Reader:—If your new cook-boy wants to be treated as one of the family then you must tell him exactly what you think of him.

"Phosphorist":—No, we do not believe in the transmigration of souls. We like them fried in the ordinary way.

Britain and America are level in air matters, says Cobham. But not in the hot variety.

Local Naval authorities are trying to sell a submarine. Perhaps the Happy Valley residents would like it for the summer season.

The baseball season will open shortly. That's nothing; many local residents are going in for their annual Home run.

A stray bat from the belfry:—What about inventing a rubber chopping block for use in our meat markets?

Meat would then go up.

The pirates will now find it hard to keep the Wolfe from the door. Won't they be Boyle-ing?

"Swift-Footed Swede," says a local newspaper heading. We've got some pretty speedy scarlet runners.

McWhirter has a dry cough this week. He was seen at the Y.M.C.A. last Tuesday evening.

The Softer Bits for Ponies League will hold its inaugural meeting next week.

Band conducting without braces is not to be recommended.

The Argus went away just as we were getting to Nonh better.

Many Hongkong ladies do their own marketing although they do not brag about it.

By this time next week we shall have had another March past.

Baseball should be popular here this season owing to the increased barracking.

Auntie Caustic says some of these men must have been keeping their New Year's resolutions to themselves.

It is estimated that in Hongkong only three per cent. of all promotions of war are felt by persons who have nothing to sell to the Military Authorities.

Those people who in the past have felt that the Military in Hongkong were a useless drag on the community are not now nearly so sure.

The Chinese aren't shooting too many people. They're just shooting the wrong people.

Owning a motor car these days often merely proves that a man once had money.

A Chinese was sent to prison for being in possession of a sack. In fact, he got the bag.

These burglaries at outfitters are on a par with others.

According to the notices at Blake Pier, the motor boats are running as usual. They are also stopping—as usual.

Is a nut a "fruit"? asks the *Telegraph*. Algy says a nut is before they departed. We can only suppose they wanted to edge away while there was safety!

It is suggested that the tiger offer to appear at the *Folies Bergere* to do a few stunts with his Colonial Secretary.

Gardening Notes:—This is the time to spot your teazle and rasp the water chestnut is fruit. Most berries should be mulched a little of the fruity variety we know have now.

The Radio Society in its next programme will broadcast "Totemism and Exogamy" from the opera by Karl Marx, at the close of which a collection will be taken.

Appropriately enough, a dog belonging to a Mr. Chew has bitten a coolie in Hongkong.

According to the *Daily Press*, the Soochow correspondent of the *N. C. Daily News* wrote as follows:—"In my 400 odd years of memory of Soochow, never have I known a more deathlike stillness."

All we can say is, with an age like that, it's about time he died.

Political Note:—A one-piece conference will be called at Repulse Bay about the middle of May.

Yes, we like trained nurses, especially when they show us some of their tricks.

New sobriety test:—Shanghai shelled by Shantung soldiers.

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NANKING DEBACLE.

OVERNIGHT TELEGRAMS.

Shanghai, March 25.
 Refugees from Nanking state that the majority of foreigners who still in Nanking are veteran missionaries who refused to leave despite Consular warning.
 The American Admiral Williams has ordered drastic measures if necessary to effect the rescue of the remaining Americans.
 The American Consular General at Shanghai has by wireless broadcast a call urging all Americans in the interior to come out immediately. He has ordered the mission heads in Shanghai to recall missionaries.—*Reuter*.

Japanese Consul Safe.

Shanghai, Mar. 25, 1.40 p.m.
 A wireless message from Nanking states that thirty Japanese naval ratings have landed in an endeavour to secure touch with the Japanese Consulate.
 One wireless report states that the Japanese Consul was killed, but there is no confirmation.—*Reuter*.

British Officer Missing.

Shanghai, Mar. 25, 6 p.m.
 It is now reported that Captain Spear, British Intelligence Officer is missing in Nanking. Whether Chang Kai-shek is hurrying to restore order.
 A wireless message from Nanking states that the American Admiral Fough has secured contact with the Cantonese general with whom he is negotiating for the evacuation of the remaining foreigners. The Kinswo which left Nanking yesterday with refugees escorted by the American destroyers Preston was fired on this morning at Chinking. The Preston returned the fire.—*Reuter*.

Foreigners Unaccounted For.

Shanghai, March 25, 8.35 p.m.
 The latest wireless from Nanking describes the situation as critical. The British and American naval authorities are working in close and friendly co-operation.

The 99 Americans including 44 women and 38 children and fifteen Britishers mentioned this morning are still unevacuated.
 The American Dr. J. E. Williams, Vice-President of the Nanking University is known to be dead.—*Reuter*.

Anglo-American Ultimatum.

Shanghai, March 25, 9.30 p.m.
 The British and American naval authorities in Nanking have sent an ultimatum to the Cantonese threatening drastic action unless the remaining foreigners are escorted to safety.
 The British Consul, Mr. Bertram Giles is safe aboard H.M.S. Emerald.—*Reuter*.

More Anti-Foreign Outbreaks.

Shanghai, Mar. 25, 5.20 p.m.
 Conditions upriver have taken an ugly turn as a result of fresh anti-foreign outbreaks during the past few days. Wireless messages state that American women and children are now evacuating Hankow while British and American women and children in Chinkiang have been concentrated ashore with destroyers standing by ready to evacuate if necessary.—*Reuter*.

Manila, Mar. 25, 5.43 p.m.

The following destroyers left at 10 o'clock this morning: The Parrott for Poochow, the Bulmer for Amoy, and the Edsall for Swatow.—*Reuter*.

Americans Evacuated.

Shanghai, March 25, 8.35 p.m.
 The British steamer Wenchow has evacuated 20 American missionaries from Chinkiang where many foreign houses were looted.

Following an anti-foreign demonstration.—*Reuter*.

Latest Shanghai Report.

Shanghai, March 25, 12.55 p.m.
 General Smedley Butler, the American Marine commander, has arrived.—*Reuter*.

Calls on Consulates.

Shanghai, Mar. 25, 5.43 p.m.
 The residents of the International Settlement had their first glimpse of the Cantonese regulars this morning when Pui Ching-hsi entered with a heavily armed bodyguard of about fifty men and formally called on the consulates.

Only half the bodyguard were permitted to enter, the rest remaining outside the barrier where they were speedily surrounded by curious crowds of Chinese and foreigners.

Pai Ching-hsi wound up with a visit to the Soviet Consulate, from which he emerged smilingly and posed for snapshots.—*Reuter*.

New Municipal Post Office.

Shanghai, Mar. 25, 4.30 p.m.
 The Shanghai Municipal Council has established an emergency post office for the despatch of mails everywhere except in China. Other than the post office situation the strike is gradually breaking.—*Reuter*.

America's Attitude.

Washington, Mar. 25, 6.30 a.m.
 Mr. Wilbur after conferring with Mr. Kellogg issued formal assurances of "full one hundred per cent. support by the Government for the American naval forces in China." Admiral Williams is fully authorized to use all the forces at his command at his discretion for the protection of American life and property.

He added that the Admiral had not yet asked for additional forces beyond the three fast cruisers already despatched.—*Reuter's American Service*.

London Press Comment.

London, Mar. 25, 6.30 p.m.
 The happenings at Nanking lead the *Daily Telegraph* to ponder this terrible reminder of the contrast between the realities of the Chinese situation and the diplomatic fiction, upon the weaving of which so much care had been bestowed.

The facts available finally dispose of the idea that the so-called government to which the Cantonese army is supposed to owe allegiance, is an authority with which peaceable civilised relations are possible. Whether the Cantonese Government willed the happenings at Nanking or not, the only conclusion to be drawn from this monstrous episode is that the psychology of Chinese warfare is still that of the Taiping and Boxer risings.

"It may as well be recognised that in playing at diplomacy against this ghastly background, we are gaining nothing but humiliation."

The paper is gratified at the non-British message of gratitude to the British Government for its protection of Shanghai.

Hankow and Shanghai.

Referring to Lord Desborough's speech in the House of Lords as regards the British Government's readiness to negotiate at Shanghai on similar lines to Hankow, the paper says those knowing Lord Desborough will be aware that he can only have used this phrase on instructions from the Government, on whose behalf he spoke. Although possibly his exact words were not carefully weighed.

"Previous utterances by Ministers had been unfortunately open to similar misconstruction. Pending an authoritative correction, our countrymen in China can be assured that appreciation of the true position at Shanghai is general among responsible minds in this country. The fact that the adoption of an independent policy by the British Government with regard to the International Settlement out of the question is well understood here, and even were it possible, the Government is not

FRENCH MONOPOLIES.

PETROLEUM MEASURE TO BE POSTPONED.

Paris, Mar. 25.
 A notable feature of the Bill to enable the Government to liquidate last year's Budget concerns the monopoly in petroleum imports.

The Government asks for the date on which the State may establish a monopoly to be postponed from April 1 this year to April 1, 1929. In consequence of a report by the National Department of Liquid Fuels, pointing out that the monopoly will cost a milliard francs, and will establish complications with foreign countries. Further, the present state of technical equipment will make the measure premature.

The Chamber finance committee is considering the Government request.

The Foreigner's Statement.

M. Poincare has made a statement to the Cabinet regarding the match-monopoly Bill. The company and board must be exclusively French. Foreign holders of shares will not be entitled to any control in the management of the company, which must deposit with the State roughly a hundred million dollars, also a guarantee of an annual payment corresponding with the yield of the monopoly hitherto, plus a large share of the profits. The State is to fix prices.—*Reuter*.

SHANGHAI THEFT.

REUTER BROCKELMANN CO. WINS SUIT.

London, Mar. 25.
 Justice Horridge has handed down judgment in favour of Messrs. Heyn and others trading as Reuter Brockelmann and Company for £32. He expressed the opinion that the defendants took precautions to guard against the "extreme pertinacity and ingenuity of native thieves" for whom Shanghai is unhappily notorious.
 "He was satisfied that the storevender on the ship had been in league with the thieves. The defendants failed to prove that the damage did not result from their agents."—*Reuter's American Service*.

blind to the unhappy consequences of the diplomatic measures already taken. To every intelligent observer the Chinese situation, of which Shanghai is the centre, is today a monstrous welter of political confusion and insanity. One cannot negotiate with chaos, and no statesman now here or elsewhere can be prepared to make or propose the attempt."—*Reuter*.

Soviet Celebrations.

Riga, March 25, 6.30 p.m.
 According to messages from Moscow the telegraph office at Shanghai has informed the Soviet of its inability to deliver the red Trade Union International's telegram congratulating the Shanghai workers, owing to street fighting. The message was broadcast especially for the benefit of Soviet workers. It suggests that the British telegraph officials in Shanghai purposely refrained from delivering the telegram.

The "time is not far distant," the message says, "when telegrams addressed to Sir Austen Chamberlain in London will share a similar fate." The Soviet are celebrating the capture of Shanghai as though it was a victory of their own. Meetings are being held in all towns at which resolutions largely anti-British are reported to have been passed and congratulations tendered to the Communist International.

Workers even as far as Chita are said to be parading the streets carrying banners inscribed with such slogans as "Down with Chamberlain."—*Reuter*.

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Tel. C. 3722.

If you require Provisions, Wine and Spirits, Sweets, Cigars, Cigarettes, Tobacco, smoking requisites, Books, Papers, and Toilet Articles etc., you expect to buy the best quality and of undoubted purity and freshness. We supply these at moderate prices to all who make their purchases, and in addition we guarantee a courteous and obliging service.

An inspection of our store is cordially invited—New stocks just arrived.

PASS BOOKS will be issued on application.

EMPRESS STORE

Telephone K. 155

Telephone K. 620

Vicente Allana & Co.,
 General Managers.
 54, Nathan Road, Kowloon.

JEAN VALJEAN
 "Truly a Cigar"

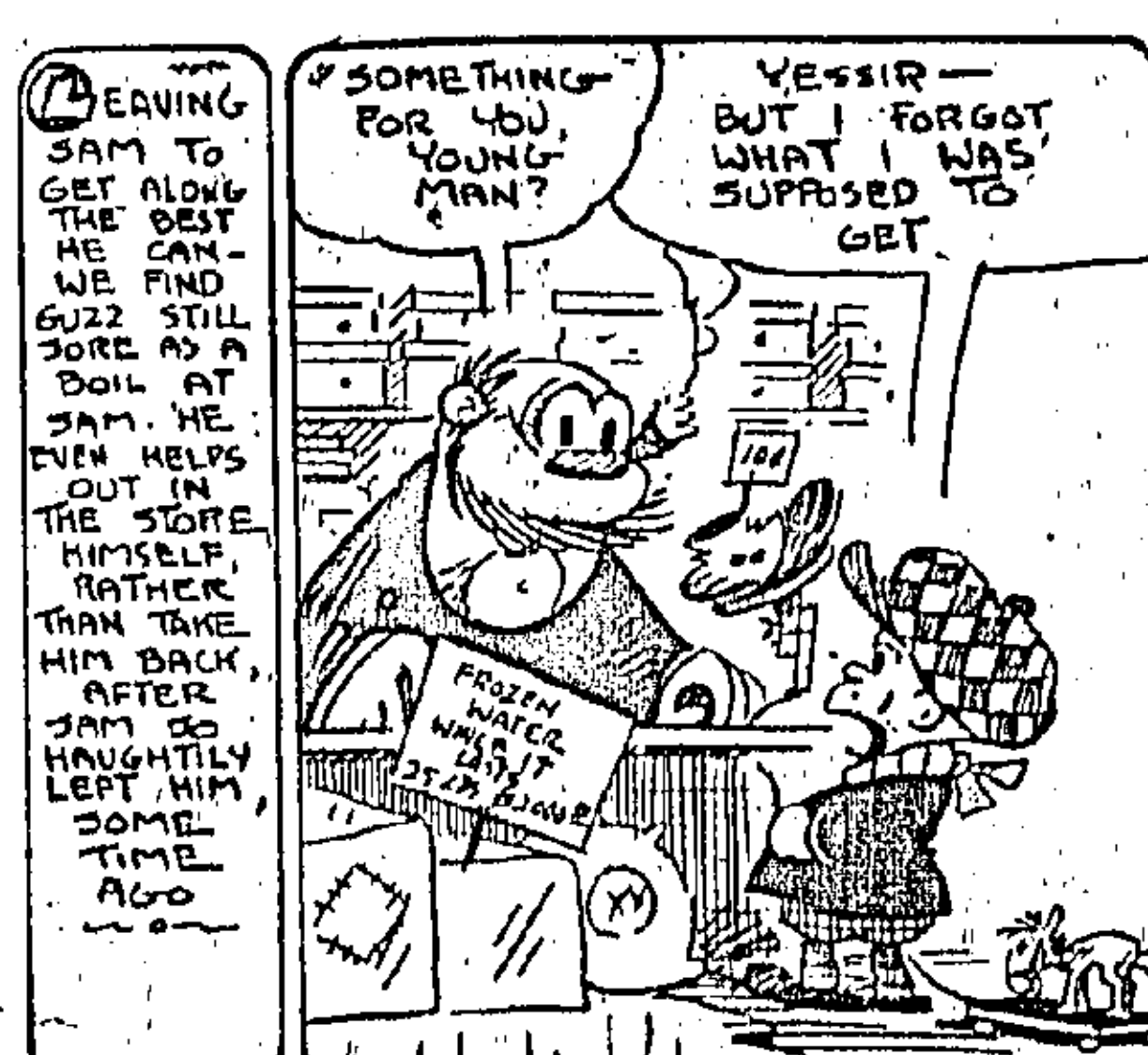
TABAQUERIA FILIPINA
 LEADING TOBACCONISTS IN THE FAR EAST

Nervous debility.

frequently is caused by faulty nutrition and can be corrected by a regular course of this lung-healing and body-building food. Ask for

SCOTT'S Emulsion
 The protector of life

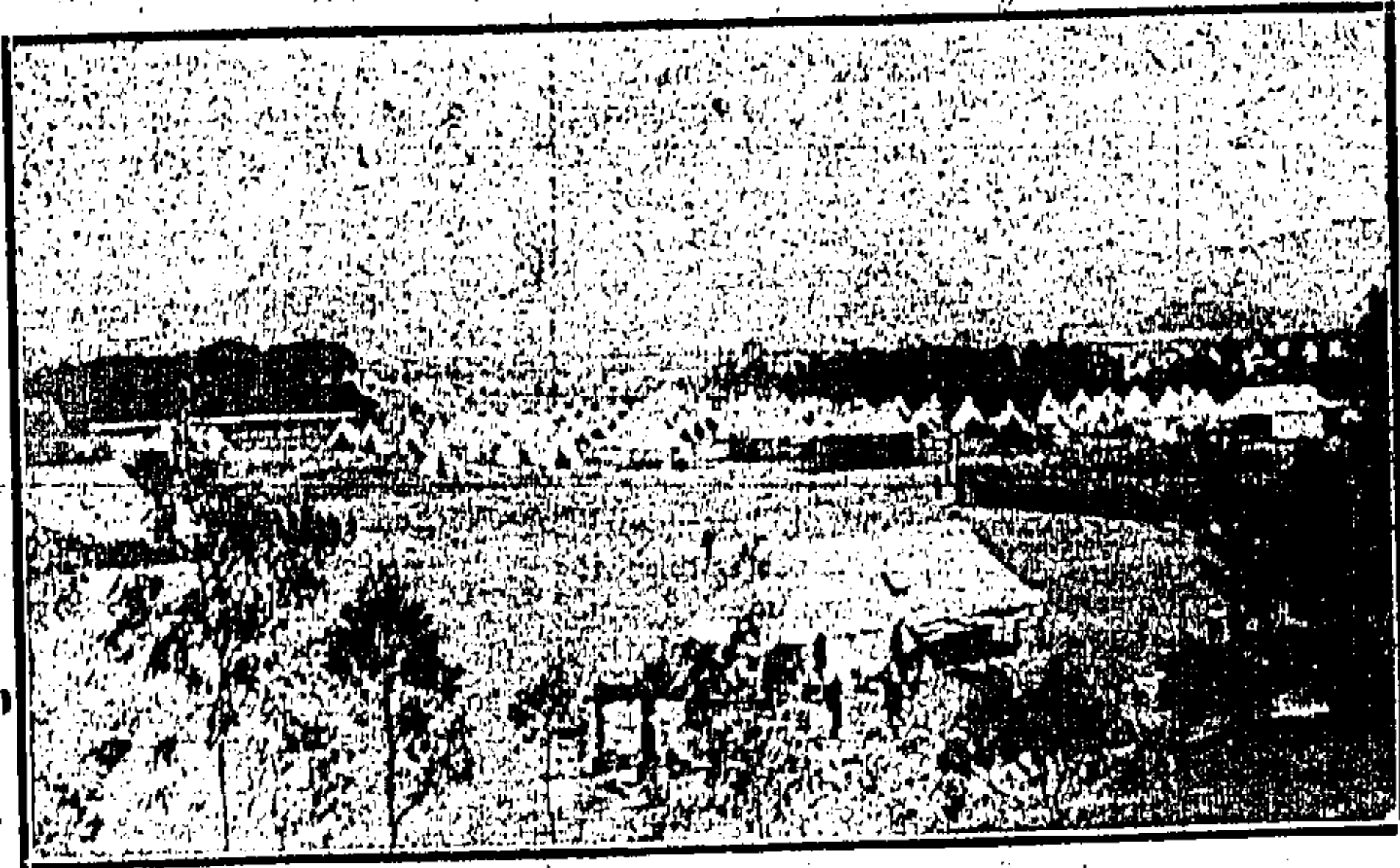
SALESMAN SAM



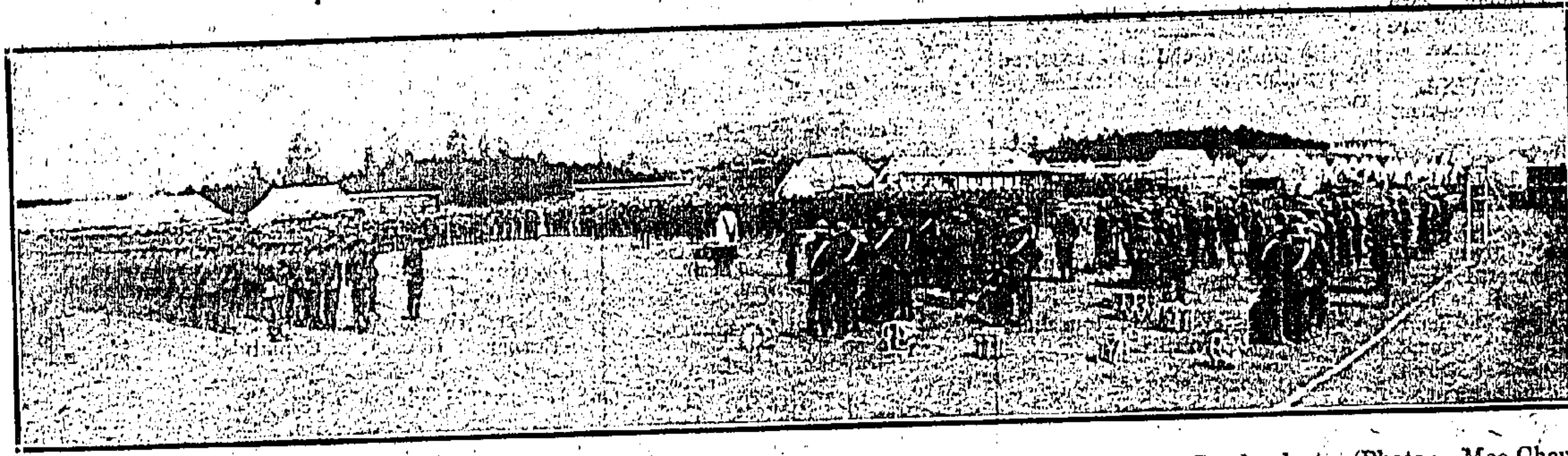
Good Salesmanship



By Swan



Two general views of the camp on part of the golf course at Fanling, where troops comprising part of the Shanghai Defence Force are at present quartered. (Photos: Mee Cheung).



A comprehensive view of the drum-head church service which was held by the troops in camp at Fanling on Sunday last. (Photo: Mee Cheung).



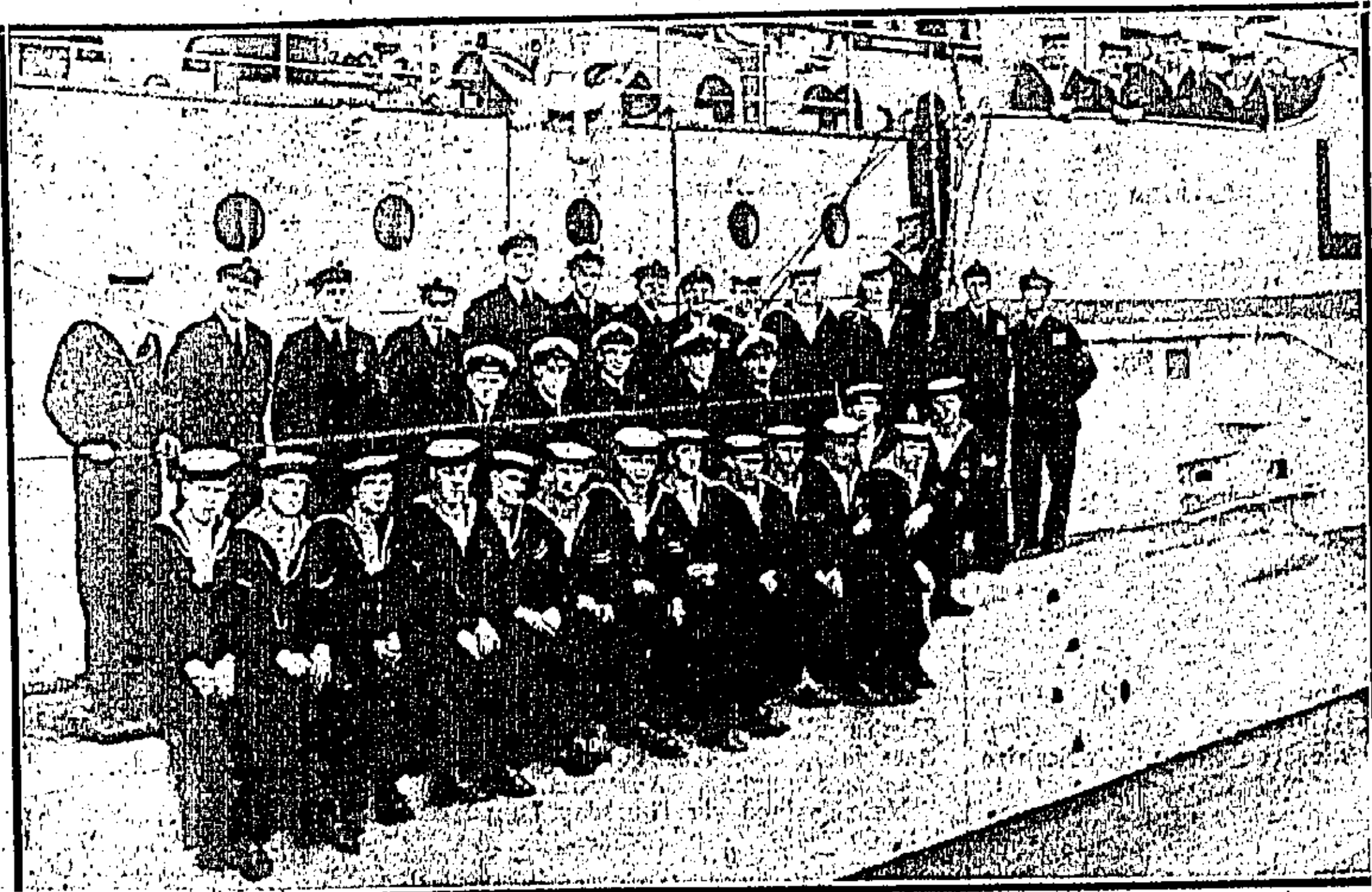
Some of the tommies with their kit and equipment outside their tents at the Fanling camp. (Photo: Mee Cheung).



Rodger, Scotland's goalie, deflecting a hot shot during last Saturday's match, China V. Scotland. (Photo: Ming Yuen).



The Hon. Mr. R. H. Kotewall seen kicking off at last Saturday's international football match. (Photo: Ming Yuen).



The ship's company of H.M. Submarine L7, photographed the other day in Hongkong harbour. (Photo: A. Hing).



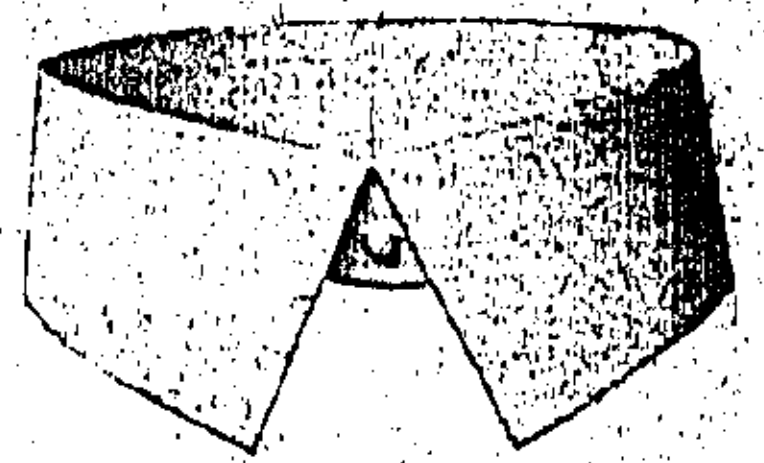
Group taken at St. John's Cathedral, at the marriage of Mr. George Sun and Miss Ivy Chang, daughter of Mr. and Mrs. Chang Fat, of Messrs. Yee Sang Fat. (Photo: Ming Yuen).

Summit COLLARS

Quarter size

Shape 86.

A comfortable shape with fairly deep points on a narrow band, low setting with plenty of neck room. One of the "Summit" newest styles.



"SUMMIT" COLLAR BOOKLET FREE ON REQUEST

Mackintosh
MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD

DON'T NEGLECT THAT COLD!

Try a bottle of our special —

COUGH LINCTUS

Gives immediate relief.

Prepared only by

THE COLONIAL DISPENSARY

14, Queen's Road, Central.

Tel. C. 1788.

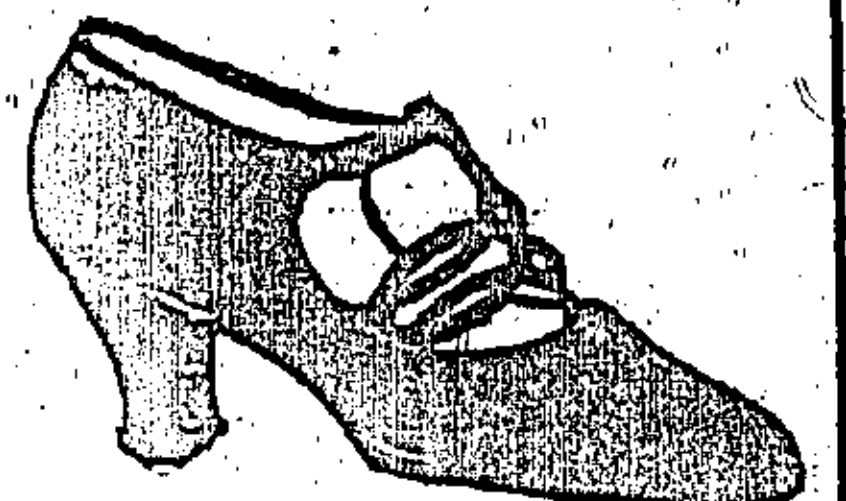
ROYAL & CO.

The Leading Shoemakers
Established 15 Years.
All styles made to order.
Dancing Shoes a Speciality.

Try our cleaning cream.
Suitable for all coloured leathers.

No. 1, D'Aguilar Street,

Telephone O. 3237



PICTORIAL VIEWS OF HONGKONG.

Postcards and View albums.

Postcards 10 cents each.

" 40 " for 6

" 75 " " 12

Albums containing 40 views with description.....\$3.00 each.

MEE CHEUNG.

Studio, Ice House St.

Branch 7, Beaconsfield Arcade,

When buying Toilet requisites and articles for personal use, one wishes to be very sure that they are of the highest quality and of undoubted purity and freshness.

The Queen's Dispensary

guarantees these qualities to all who make their purchases there, and in addition a courteous and obliging service.

22, Des Voeux Road,

Tel. Central 492.

NEXT TO WHITEAWAYS

WHITEAWAYS

CLUB COLORS IN BLAZER FLANNELS.
CLUB SECRETARIES PLEASE NOTE:—

All wool striped blazer flannels stocked in the following colours. 27 inches wide.

1 1/2 inch Green & 1/4 inch Yellow Stripe	\$2.95 yard
1 inch Navy 1/4 inch Red	" \$2.75 "
3/4 inch Sky and Chocolate	" \$2.75 "
1 inch Navy and Red	" \$2.75 "
1 1/2 inch Green 1/4 inch Red	" \$2.95 "
3/4 inch Black and White	" \$2.75 "
1/2 inch Red 1/4 inch Green	" \$2.95 "

DRESS GOODS DEPARTMENT.

WHITEAWAY, LAIDLAW, & CO., LTD.
HONGKONG.

Hongkong Telegraph

13 Wyndham Street, Hongkong.

Every afternoon except Sunday.

Annual Subscription H.K. \$36.00

Outports..... 43.20

Foreign Countries..... 50.40

For advertising rates apply to the Manager.

Cable-Address:

"TELEGRAPH" HONGKONG.

CODES:—A. B. C. 5th Edition

Bentley, Western Union.

[TELEPHONE C. No. 1.]

Prepaid Advertisements

25 WORDS FOR \$1.00

(\$1.50 if not prepaid)

The following replies are awaiting collection:—

1392, 1342, 1397, 1441, 1444,

1456, 1462, 1453, 1512, 1516,

5, 26, 32, 38, 72, 80, 88,

101, 102, 118, 161, 174, 168,

191, 194.

BOARD RESIDENCE.**FAMILY HOTEL.**—Victoria Gardens.

Quiet apartments and

suites of rooms. Full board from

\$95, \$110, \$130 monthly. Large

commodious rooms, also daily

rates; five minutes from ferry,

next new Hotel, Hankow Road,

Kowloon, Tel. K.357.

PREMISES TO LET.**TO LET.**—55, Kennedy Road. Apply

Young, Tel. C.906 and C.651.

TO LET.—One European Flat

Wanchai Gap Road, Hongkong.

Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor,

New Hongkong Bank Building.

Apply Sang Kee, same building.

TO LET.—From 1st April furnished

flat at the Peak. Apply Property

Office Jardine, Matheson & Co., Ltd.

TO LET.—3A, Wyndham Street,

from 10th April. Suitable for

offices. Apply Hau Kee, 1, Wing

Lok Street, first floor.

TO LET.—On Second floor of No.

80B, Nathan Road, Kowloon. A

Flat of four rooms. Apply Secretary,

A. S. Watson & Co., Ltd.

COMMODOUS OFFICES to let

in No. 7, Queen's Road Central,

also two small offices in 1A, Chater

Road. Apply E. D. Sassoon and

Company, Ltd.

TO LET.—Detached House with

Garden, No. 7, Conduit Road. Two

3/4 roomed Flats in No. 14, Conduit

Road. Apply to H. M. H. Nemaze.

TO LET.—Ground and First Floor,

with three roomed Flat No. 11,

Jordan Road, Kowloon, with flush

system. Apply Koon Tai & Co. 24

Des Voeux Road Central. Tel. No. C.417.

KOWLOON HOUSE near ferry,

five roomed, furnished for one year

or longer. Linen and cutlery included.

Half may be sublet by

principal tenant. Small Investors,

Tel. C.4680.

TO LET.—SHIPPING OFFICES

in Connaught Road Central, Nos.

16, 18 & 19, Ground Floors; Nos.

16, 17 & 18, First Floor; No. 16,

Second Floor. Please apply S. K.

Trust Ltd., 29, Connaught Road,

Central.

TO LET.—Furnished flat on Peak

to let: Two Bedrooms with Bath-

rooms, Two Reception Rooms and

NEW ADVERTISEMENTS.**TUITION.**

ENGLISH LADY, experienced teacher, with knowledge of Chinese, has vacancy for pupil from 9.30 to 10.30 each morning. Advanced or elementary English. Would be willing to form class of two or three pupils. Particulars from Box No. 164, care of "Hongkong Telegraph."

WANTED.

WANTED.—Experienced child's nurse to take Baby 2 months' old. Mrs. J. J. Paterson, 351, Peak.

FOR SALE.

BUNGALOW 402, Severn Road, Peak. Partly furnished. Four Public Rooms Five Bedrooms and usual offices. Tennis Court and extensive grounds. Possession from 1st June, 1927. Order to view on application to Messrs. Lowe, Bingham and Matthews, Chartered Bank Building.

LOST.

LOST.—Yesterday, March 25th between 3.30 and 4 p.m. between the Peak Hotel and the Hongkong Hotel, a lady's Chinese gold bracelet. Will finder communicate with Mr. J. Muir, Customs Office.

NAVY LEAGUE.

The annual meeting of the above will be held on Tuesday, 29th inst. at 5.30 p.m. in the boardroom of Messrs. Jardine Matheson & Co., Ltd. (by kind permission) for the following purposes:—

- (1) To receive the report of the Committee and statement of Accounts for the past year.
- (2) To elect the officers and Committee for the ensuing year.
- (3) To transact any other business of which due notice has been given.

L. M. WHYTE,

Hon. Secretary.

Hongkong, March 23, 1927.

GREEN ISLAND CEMENT COMPANY LIMITED.

THE 38th ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Wednesday, the 30th day of March, 1927, at 11 o'clock in the forenoon for the purpose of receiving a statement of accounts and the report of the Directors for 1926.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from Tuesday the 22nd March, 1927, until Wednesday, the 30th March, 1927, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 17th March, 1927.

THE HONGKONG FIRE INSURANCE CO., LTD.**NOTICE TO SHAREHOLDERS.**

The Fifty-eighth Ordinary General Meeting of Shareholders will be held at the Offices of the undersigned on Monday, the 28th March, 1927, at Noon, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended 31st December 1926.

The Share Register and Transfer Books will be closed from the 14th to the 28th March, 1927, both days inclusive.

JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 7th March, 1927.

HONGKONG JOCKEY CLUB.

The First Extra Race Meeting will be held (weather-permitting) at Happy Valley on Saturday, 26th March, 1927, commencing at 2.15 p.m. The first bell will be rung at 1.50 p.m.

The charge for admission to the Public Enclosure will be \$1. for all persons including Ladies, Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5. each up to Friday 25th March.

The charge for admission for Ladies to the Members' Enclosure will be \$2. Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

NOTICE OF REMOVAL.

We beg to inform our Customers that we have this day removed to the First Floor in the "Asiatic Building" Queen's Road Central. Any inquiries for various kinds of Machinery, Engine and Electric Motors will be promptly attended by our expert Engineers.

LEYSECO CHINA CO., LTD.

行洋製造

Hongkong, 28th March, 1927.

HONGKONG LAWN TENNIS ASSOCIATION.

The Annual Meeting of the above Association will be held in the Pavilion of the Hongkong Cricket Club on Monday, 28th inst., at 6.30 Clubs interested are asked to send a representative.

G. W. SEWELL,

Hon. Sec. & Treasurer.

THE SIMPLEX PLASTER COMPANY LIMITED.

NOTICE is hereby given that the Third Annual General Meeting of the Company will be held at the Registered Office, 2nd floor, Powell's Building, Des Voeux Road C, Hongkong, on 31st March, 1927, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the Directors, together with a statement of accounts for the year ended 31st December, 1926.

The Transfer books of the Company will be closed from 23rd March to 31st March, 1927, both days inclusive.

THE HONGKONG EXCAVATION, PILE DRIVING AND CONSTRUCTION CO., LTD.

General Managers.

Hongkong, 14th March, 1927.

THE HONGKONG & WHAMPOA DOCK COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the Ordinary Yearly Meeting of Shareholders will be held in the office of the Company, 2, Queen's Buildings, Hongkong, on Tuesday, 29th March, 1927, at noon, for consideration of the Directors' Report and Statement of Accounts for the year ending 31st December, 1926.

The Share Register and Transfer Books will be closed from the 23rd to the 29th March, 1927, (both days inclusive).

By Order,

of the Board of Directors

R. M. DYER,

Chief Manager.

Hongkong, 16th March, 1927.

THE CHINA LIGHT AND POWER CO. (1918), LTD.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of The China Light & Power Co. (1918), Ltd., will be held at the Registered Office of the Company, St. George's Building, Chater Road, Victoria, in the Colony of Hongkong, on Wednesday, the Thirtieth day of March, 1927, at 2.30 o'clock in the afternoon when the subjoined Resolution will be proposed as an Extraordinary Resolution, viz:—

"That the regulations contained in the printed document submitted to the Meeting and for the purpose of identification subscribed by the Chairman thereof be approved and adopted as the Articles of Association of the Company in substitution for and to the exclusion of all existing Articles thereof."

AND NOTICE IS HEREBY ALSO GIVEN that a further Extraordinary General Meeting of the Company will be held at the same place on Thursday, the Twenty-first day of April, 1927, at 11.30 o'clock in the forenoon for the purpose of receiving a report of the proceedings of the above mentioned meeting and of confirming, if thought fit, as a Special Resolution the above mentioned Resolution.

A copy of the proposed new Articles of Association of the Company with the alterations, amendments and differences between the existing and new Articles incorporated and indicated in red ink can be seen during usual business hours at the Registered Office of the Company aforesaid.

SHEWAN, TOMES & CO.,

General Manager.

Dated the 12th day of Mar., 1927.

LAMMERT'S AUCTIONS.**PUBLIC AUCTION.**

The Undersigned have received instructions to sell by Public Auction,

on **MONDAY,**

the 28th March, 1927,

commencing at 5.15 p.m.

at their Sales Room, Duddell Street.

A Valuable Collection of Postage Stamps.

including:—

China, Hongkong & Broken Crown.

Catalogues will be issued.

On View from Saturday, the 26th March, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **MONDAY,**

the 28th March, 1927,

commencing at 2.45 p.m.

at No. 5, Queen's Garden, May Road.

A Quantity of Valuable Household Furniture.

comprising:—

Upholstered Sofas, Chairs, Cabinets, Dining Room Suite by Lane Crawford Ltd., Pictures, Rugs, Electrical Gear, etc.

Teak Bedstead (by Lane Crawford, Ltd.), Dressing Tables, Wardrobes, Chests of Drawers, etc., etc. Bathroom, Pantry and Kitchen Requisites.

On View from Sunday, the 27th March, 1927.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **Tuesday,**

the 29th March, 1927,

commencing at 2.45 p.m.

Furniture at Humphrey's Building.

A Quantity of Valuable Household Furniture.

(Particulars from Catalogue.)

On view from noon, Monday, the 28th March, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **WEDNESDAY,**

the 30th March, 1927,

commencing at 11 a.m.

at No. 538, Nathan Road, Top Floor, Kowloon.

A Quantity of Valuable Household Furniture.

(Particulars from Catalogue.)

On View from Tuesday, the 29th March, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **THURSDAY,**

the 31st March, 1927,

commencing at 10 a.m.

at No. 4, Highbush Terrace, (Hongkong & Whampoa Dock Co., Ltd.) Hungnam.

A Quantity of Valuable Household Furniture

(some made by Wm. Powell, Ltd.)

also

1 Singer Hand Sewing Machine

and

1 Cabinet Gramophone with Records.

(Further Particulars from Catalogue.)

On View from Wednesday, the 30th March, 1927.

Terms:—Cash on delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, Mar. 24, 1927.

CHURCH NOTICES.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road. Service at 11.15 a.m. Subject: "Reality." Wednesday: Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday; 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Service and visit the Reading Room.

St. John's Cathedral, Hongkong, March 27th, 1927, 4th Sunday in Lent, Holy Communion, 8 a.m. Sunday School, 10 a.m. Matins 11 a.m. Preacher: Rev. W. R. Cannell. Subject: "What is the good of Religion?" Litany for the Sick, 12 noon. Evensong, 6 p.m. Preacher: Rev. S. T. Waldegrave. Subject: "A great Door and Effectual." Thursday, The Holy Communion, 7.45 a.m. Choral Evensong and Address by the Rev. H. G. Hewitt, R. N., 5.45 p.m.

Wesleyan Methodist Church, Queen's Road East, Wanchai, (near Royal Naval Hospital). Sunday, March 27th, 1927. Services at 10.15 a.m. and 6 p.m. Preacher at both services. Rev. J. C. Knight Anstey. Subjects: Morning, "Slipping into it." Evening, "Does the Bible get you anywhere?" Sailors' and Soldiers' Home, Arsenal Street, (Corner House). Captain's Meeting and Social Hour at 8.15 p.m. Monday 3.15 p.m. 28th March, Ladies Church Aid Meeting, Friday, 8 p.m., 1st April, Lantern lecture by Mr. A. H. Crook M.A., on Japan. (arranged specially for Members of H.M. Forces).

Union Church: Kennedy Road, Sunday Services, March 27th. Sunday School at 9.45. Morning Service at 10.30. Preacher: Rev. Fr. P.W. Alexander C. F. P.S.A. in Lecture Hall at 4. Evening: Beethoven Centenary: Instrumental Recital, 5.30: Selections from the Composer's Works: Organ: Mr. G. E. Longear; Violin: Mrs. H. Bulean. Service at 6. Hymns, 325, 133, 128, 470. Anthem: "The Heavens Proclaim Him." Beethoven. Address by Rev. J. Kirk Machonachie on the Life and Character of Beethoven. Collections for British and Foreign Bible Society.

WOMEN UNDERGRADS.**A LITTLE GROWL FROM OXFORD.**

That women students at Oxford suffer from "fatty degeneration of brain" is the opinion of "Eve," who writes in the "Varsity Journal," the 15th.

"We come up (the young writer says) straight from school, where for the last six years or so we have been spoon fed and herded about in a flock. Like the geese we are, we allow ourselves to go on being spoon fed."

"We allow ourselves to be stuffed with more knowledge which in itself is valueless, as if anyone will remember, our academic honours ten years later we go down unless we are capable of upholding them in the world outside."

"Few of us are so capable. Most of our mental energy and our originality has been sapped by overwork during our three years' residence. It is depressing to realise how few of the women who have taken brilliant degrees are ever heard of after they go down."

"It is not altogether our fault; it is largely the lunatic system on which women's colleges are run—a system which seems based on the idea that the really important part of a student's career is her short period of University residence, and that the rest of life is a very minor affair."

IDEAL GOVERNMENT.**PLAN OF "G.B.S."**

Democracy, as we practice it, says George Bernard Shaw in the "Sunday Chronicle," is ruinous nonsense. All the Republics are whitened sepulchres. What is needed is an anthropometric method by which you can grade men according to their political capacity. If you could discover such a method, you could form panels of persons eligible for the different grades of political work; for instance:—

Panel A. of persons capable of diplomacy and finance; Panel B. persons capable of general Parliamentary work as representatives in the Upper House of Parliament; Panel C. of State

legislature representation; Panel D. municipal affairs; Panel E. village councils, and so on.

You could then let your voters elect to the Upper House from Panel B; to State legislature from Panel C; to City Corporations from Panel D; and when they had elected these bodies within these limits, you could limit the Cabinets to Panel A.

POST OFFICE NOTICE

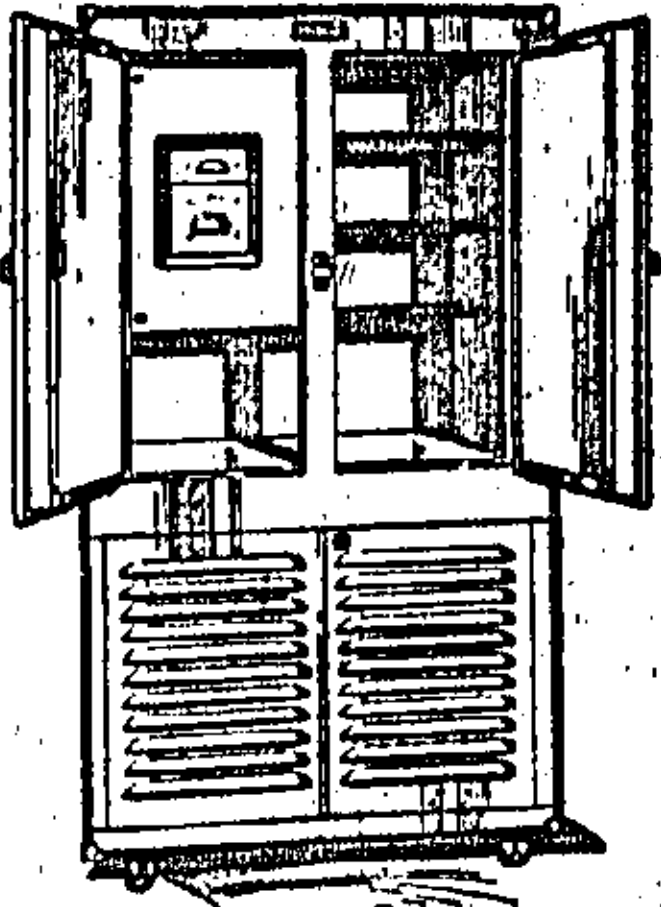
INWARD MAILS.		Date.
From	Per	
Japan and Shanghai	Haruna Maru	March 26
Europe via Nippon Yusen (papers only)	Gogra	March 27
London 24th February)		
U.S.A., Honolulu, Japan, and Shanghai	Pres. Hayes	March 28
U.S.A., Honolulu, Japan, and Shanghai	Pres. Pierce	March 28
Japan	St. Albans	March 29
Saigon	Amazona	March 29
Shanghai	Paul Lecat	March 29
Europe via Suez (letters and papers)	Malwa	March 31
London Mar. 3 and parcels Feb. 24.)	Macedonia	April 1
Japan and Shanghai	Pres. Jackson	April 1
U.S.A., Canada, Japan and Shanghai	Aratura	April 1
Australia and Manila	Antenor	April 1
Japan and Shanghai		
Canada, U. S. A., Japan and Shanghai	Empress of Russia	April 1
OUTWARD MAILS.		Date.
	Per	
Shanghai and Japan	Emil Kirdorf Sat.	Mar. 26, 12.30 p.m.
Wenhwei, Tientsin and Europe via Siberia	Kueichow	Sat., Mar. 26, 2.30 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles	Haruna Maru	Sat., Mar. 26, 1.45 p.m.
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Duo Marseilles, 24th April.)	
	Fooksang	Sat., Mar. 26, 1.45 p.m.
	Parcels	1.45 p.m.
	Letters	2.30 p.m.
	Feng Lee	Sat., Mar. 26, 3.30 p.m.
	Antung	Sat., Mar. 26, 5 p.m.
	Hozan Maru Sun.	Mar. 27, 8.30 a.m.
	Kwangchow Sun.	Mar. 27, 8.30 a.m.
	Gogra	Sun., Mar. 27, 8.30 a.m.
	Tientsin	Mon., Mar. 28, 2.30 p.m.
	Bingo Maru Tues.	Mar. 29, 8.30 a.m.
	Amazona Tues.	Mar. 29, 12.30 p.m.
	Paul Lecat	Tues., Mar. 29, 1.45 p.m.
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Duo Marseilles, 29th April.)	
	Kwongsang	Tues., Mar. 29 5 p.m.
	Haiching	Wed., Mar. 30, 1 p.m.
	Empress of Canada	Wed., Mar. 30, 1.45 p.m.
	Parcels	1.45 p.m.
	Registration	2.15 p.m.
	Letters	3 p.m.
	(Duo Vancouver, B.C. 17th April.)	
	Van Heutz Thurs.	Mar. 31, 2 p.m.
	Tjlanak	Fri., April 1, 10.30 a.m.
	St. Albans	Fri., Apr. 1, 10.30 a.m.
	Parcels	Noon
	Registration	1.45 p.m.
	Letters	2.30 p.m.
	(Duo Thursday Island 16th April.)	
	Parcels	1st. 5 p.m.
	Registration	2nd. 5 p.m.
	Macedonia	Registration 9.45 a.m.
	Letters	10.30 a.m.
	(Duo Marseilles, 29th April.)	

-Correspondence bearing vessel's name only-

MAN-HANDLED!

When your ice is brought to your door it is man-handled.
Avoid all risk of food contamination by purchasing a

Frigidaire



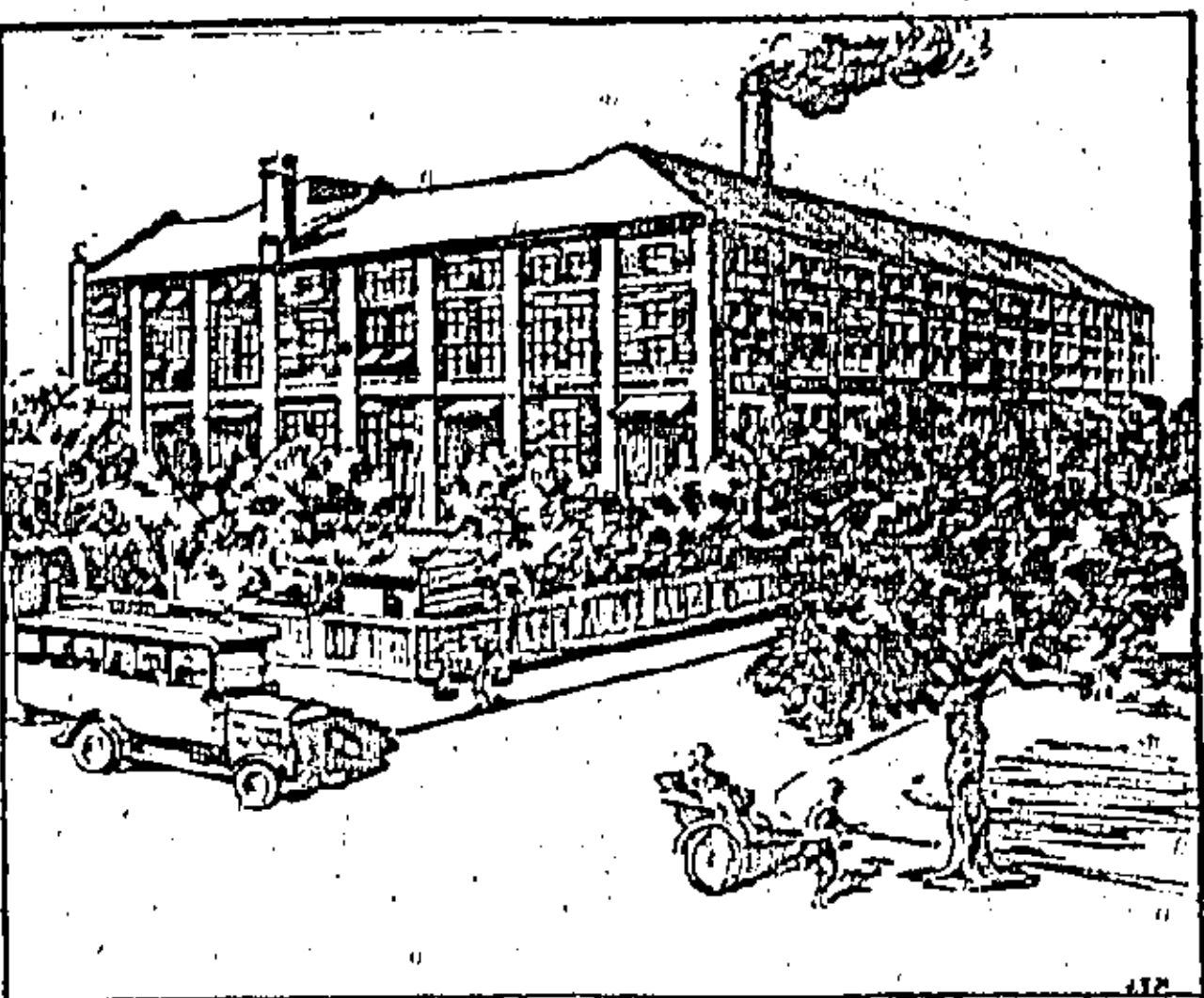
Call and inspect the demonstration set at the Showrooms of
LOWCOCK & HO
31, Wellington Street.

Frigidaire
PRODUCT OF GENERAL MOTORS

Frigidaire motors are made and guaranteed by General Motors Corporation.

Sole Agents:—Hongkong and South China
THE UNION TRADING CO., LTD.
Prince's Building. J. E. H.

THE ORIENT Tobacco Manufactory C. INGENOHL



The home of the world famed MANILA CIGARS
"LA PERLA DEL ORIENTE"
Sold by: **YOURS TRULY Tobacco Store,**
22, Vaux Road Central. Tel. C. 1856.



"THE QUALITY GOES IN
BEFORE THE NAME GOES ON"

DON is distilled in limited quantities. Perfect maturity is essential to the quality and flavour of DON.

"A little and good" is our Slogan.
Insist on DON at your club or stores! They can get supplies now.

N. S. Moses & Co., Ltd.
Agents.

For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheycla"
Oil Varnish Stains

Oaks—Walnut
Mahogany—Satinwood
Rosewood—Ebony Black

Can be applied by anyone
Always reliable, never sticky.
Non-poisonous and Durable.

AGENTS—

S. C. LAY & CO.

Alexandra Building. Telephone C. 763.

Wilkinson, Heywood & Clark
SHANGHAI. HONGKONG.

EARLY MAN IN SCOTLAND.

OLD STONE AGE REMAINS IN SUTHERLAND.

In the summer of 1925 a Scottish archaeologist, carrying out investigations in the wild mountain fastnesses of a remote part of Sutherland, near Inchmadamph, discovered in an undisturbed cave, part of the antler of a young reindeer and an incisor tooth of a bear—animals long since extinct in Britain.

More than a generation previous to this, two eminent scientists, excavating a cave in the same neighbourhood found the remains of a considerable number of Arctic animals, and with them traces of the presence of man.

These discoveries led to further investigations being made in the caves, and the result was the unearthing of relics of Old Stone Age or Palaeolithic man, and the opening of a new and important chapter in the unrecorded history of Scotland.

The discoveries were referred to in a paper, entitled a "Preliminary Report on a Cave containing Palaeolithic Relics, near Inchmadamph, Sutherland," and communicated by J. Graham Callender, F.S.A., Scot., James E. Cree, F.S.A., Scot., and James Ritchie, D.Sc., F.R.S.E., of Antiquaries of Scotland.

The meeting was held in the Library of the National Museum of Antiquities, Queen Street, Edinburgh. Professor T. H. Bryce presided, and the communication was presented by Dr. Ritchie.

Human Skeletons.
A generous grant, said Dr. Ritchie, from the Royal Society of London made possible the excavation of the caves, and the present paper summarised briefly the more striking results of the first year's work, which was continued through the three summer months under the superintendence of Mr. Cree.

Dr. Ritchie illustrated by lantern slides the situation of the caves and their relationships to each other and to the valley opposite.

Within the first or westernmost cave, a single artefact and bones of animals of still existing species were found, but in the second, or Reindeer Cave, two bone-bearing deposits occurred, both of great interest. The upper contained many bones of still existing species of animals, as well as of bears, and of two human skeletons, or parts of skeletons, one had been definitely interred—the first formal interment yet found in a Scottish cave.

The older series was even more interesting, for it contained in relatively small space, vast numbers of shed and broken antlers of young reindeer, representing more than 400 individuals, as well as bones of animals of an Arctic fauna.

The Cave Bear.
A number of these show plainly the handwork of man, and the nature of the fauna, the geological evidence, the state of fossilisation of the bones, all suggest that here is an upper palaeolithic deposit of Magdalenian or earlier times. For the first time it seems probable that traces of palaeolithic man have been found in Scotland.

Another remarkable result of the first year's work was the discovery in an inner cave, the presence of which had been unsuspected, of remains of the great extinct Cave Bear which has not hitherto been found in Scotland. It occurs in a deposit, along with other Arctic animals, considerably older than the palaeolithic deposit of the outer Reindeer Cave.

Further excavations are to be made by the authors during the present summer, particularly with a view to defining more clearly the culture of the palaeolithic people of the Allt nan Uamh caves.

WORLD'S GREATEST TENOR?

JOHN MCCORMACK NAMES EDDIE JOHNSTON.

Mr. John McCormack, the famous Irish tenor, has returned to London after 18 months in America and Japan with a serious complaint and a slimmer figure.

He had something to say about both when a *Daily Chronicle* representative saw him at the Ritz. I must protest against being billed as the world's greatest tenor," said Mr. McCormack. "I may be among the greatest, but I am not the greatest."

"Who is the greatest to-day, then? Well, to my mind, it is the Canadian, Eddie Johnston. From the operative point of view he is unequalled, though some may have a better voice."

Speaking of his next tour, he said: "My Dublin visit is a personal invitation from President Cosgrave, who is a great friend of mine."

"When I retire at 50 (he is 42), as I will, I shall probably dip into politics in Ireland. Perhaps I'll get them to form a Ministry of Arts."

TRAIN THIEVES CAUGHT.

RAILWAYMEN AMONG THE LUGGAGE.

Paris.—All through last year mysterious thefts occurred in the "train de luxe" connecting the Italian frontier and the French Riviera with Paris.

Many British travellers had their registered luggage plundered on the homeward journey.

Night expresses connecting with the Calais-Dover boat suffered much.

Some detective looked for a group of international thieves, but one inspector had the idea of watching railwaymen, and for two months he has shadowed certain guards on the Ventimiglia-Paris "sleeper" train.

As this express entered Lyons soon after daylight yesterday two detectives jumped off and ran to a van near the engine, and asked a guard named Gobillot and his assistant Moury to walk to the police office.

At the police office nothing was found on Gobillot, but Moury had a lady's gold purse, several diamond rings, a diamond tie-pin, bracelets, and several jewelled pendants—altogether nearly half a million francs' worth.

Moury confessed he had taken the goods from registered luggage, but he accused his chief, Gobillot, of having been the instigator.

Gobillot at first protested; but later a Paris jeweller admitted he had sold jewels stolen by the two prisoners, sharing the proceeds with them.

Gobillot and Moury now admit that they and their accomplices have made over 1,000,000 francs (about £10,000) out of the thefts.

AEROPLANE FOR \$675.

CHEAPEST MACHINE ON THE MARKET.

During the last year's meeting at Lympne, Mr. Bert Hinkler, the Aero Club pilot, remarked to me that the goal to aim at was a club aeroplane complete with engine for £500. It was understood that this figure contemplated a new and cheap type of engine, which has not yet made its appearance. None the less the Avian aeroplane which Mr. Hinkler flew at Lympne has now been put of production at the Newton Heath works in Manchester, and with a Mark II. Cirrus engine is offered for sale at £675. It is a Genet engine, such as was installed in the machine at Lympne, is preferred, the price will be £750.

For the purposes of the Lympne competition, the Avian, which by itself weighs only 650lb., carried a useful load of 500lb. For club or touring purposes such a large load is unnecessary, and in fact, it could only be crammed on board by fastening tubes of lead below the fuselage. Modifications will doubtless give a pilot a little more speed, instead, though at Lympne the Avian did more than ninety miles per hour with its enormous load on board. The Avian with Cirrus engine is now the cheapest aeroplane on the market.—*Manchester Guardian*.

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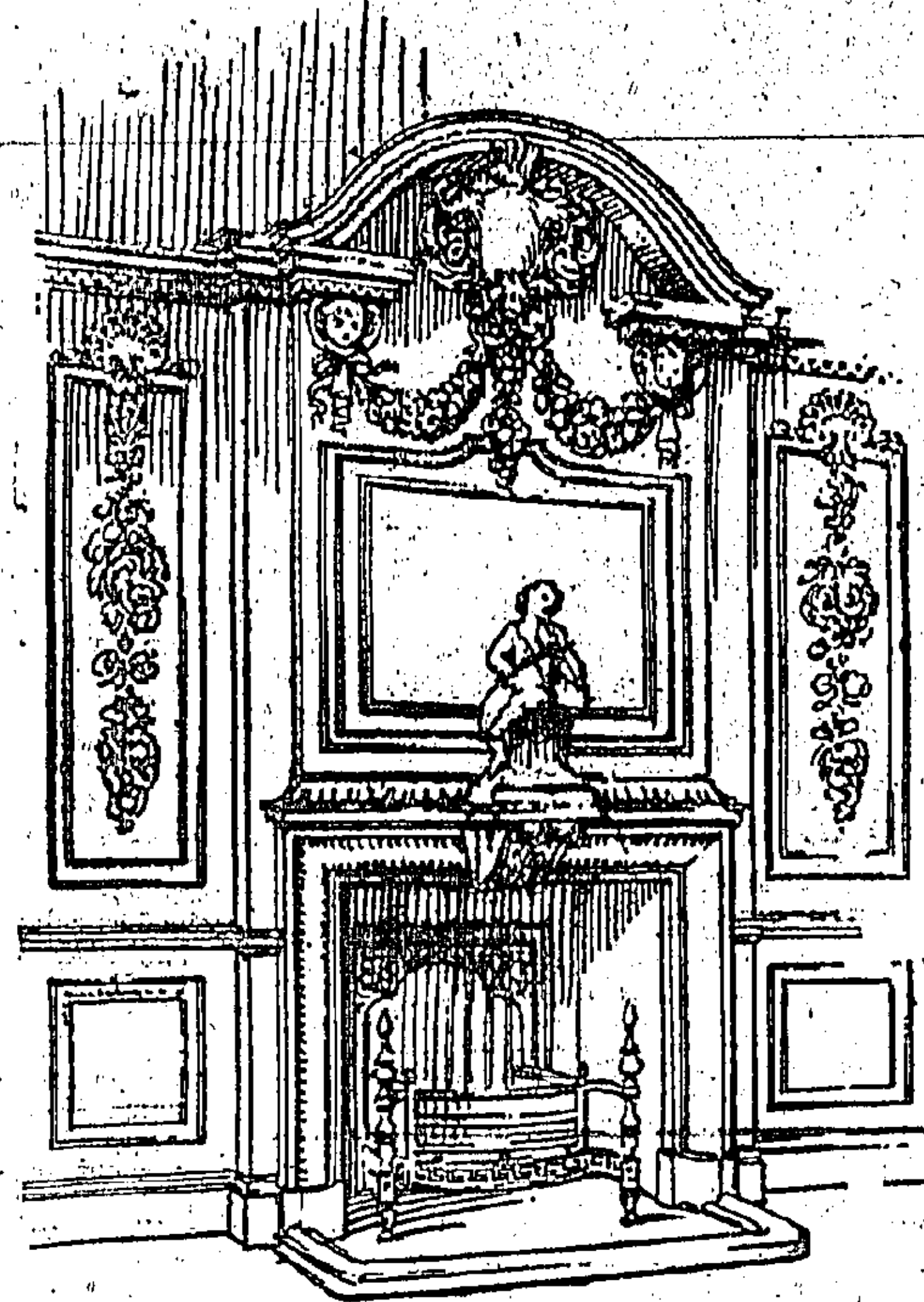
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DANCING GIRLS' PLIGHT.

BREAD-AND-DRIPPING MEALS.

Disclosures concerning the plight of ten English girls engaged as dancers in a pantomime while on tour in the provinces were made to the Public Control Committee of the London County Council recently.

The Committee had under consideration the proposed revocation of the licence which had been granted to Mrs. Millicent Mabel Bate, known as Madame Fullerton Moore, to carry on an employment agency for dancers, theatrical and variety artists in the name of Fullerton's Agency, at Station Parade, Balham, S.W.

The Chief Inspector said ten girls left London in December for Huddersfield, where they were to appear at the Hippodrome. For the first ten days they were engaged in rehearsing their dancing, and during that time they put in a lot of hard work.

But throughout the whole time, said the Inspector, they were short of food, and on one day in particular, the chief food of the girls for all meals was bread and butter and bread and dripping, and they were compelled to supplement the food out of small sums they received as salary.

The food was insufficient both in quality and in quantity.

Money Spent.

The girls first assembled at Balham, when £2 was paid by Madame Moore for the girls' expenses, and of that amount 6s. 5d. was spent in paying their fares from Balham to Marylebone, leaving the matron with £1. 12s. 8d. in hand.

When they arrived at Huddersfield the money was soon spent, and the matron telegraphed for more. In the meantime £1. 12s. 8d. from the members of another troupe was also sent by Madame Moore.

On Wednesday, December 22, the matron felt that the matter called for immediate action, and she accordingly went to the police. As a consequence she received £14 from the management, which provided for their needs until January 2, when they left Huddersfield.

The methods of Madame Moore, the police at that place considered to be such as to call for investigation. The sum of 6s. per week only was allowed for each girl for food—10½d. a day—something culpable in the extreme.

From Huddersfield the company went to Bury where no provision had been made for them and some of the girls tramped the streets searching for accommodation. There again the food they eventually received was quite insufficient.

The last place to which they went was Liverpool, where nine of the girls had to be accommodated in two small rooms which served as living, dining, and bedroom.

"We have decided to revoke the licence," said the Chairman, without the committee retiring.

COUNTRY OF CENTENARIANS.

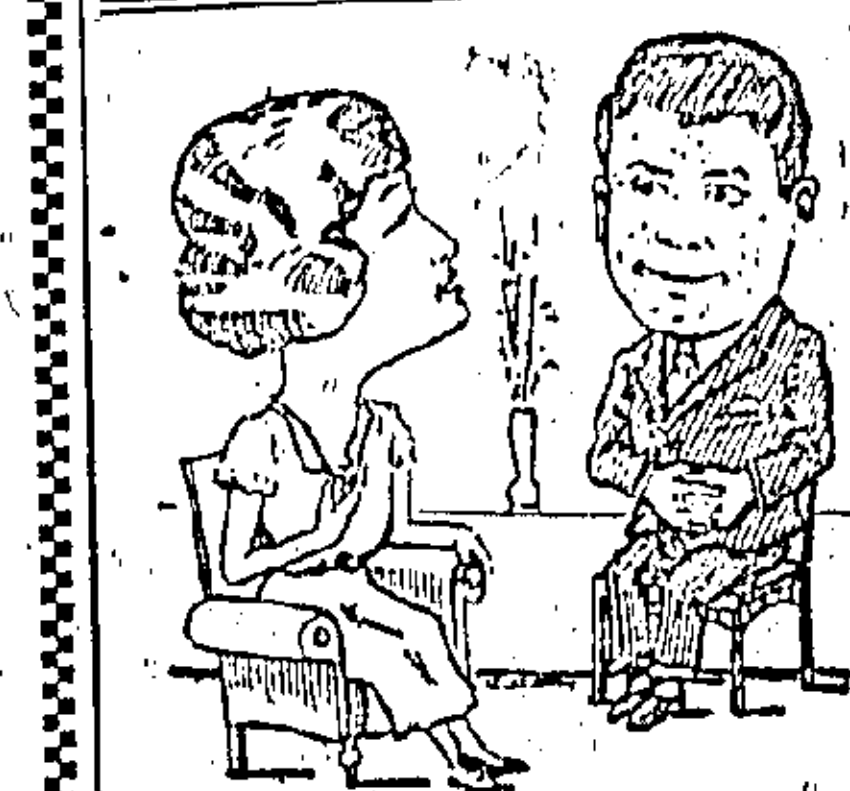
SPAIN'S CENSUS RECORDS MORE THAN 350.

Spain is the land of centenarians. The latest official census states that 355 persons (ninety-six men and 258 women) have reached the age of 100, seventy-five men and 204 women are more than 100 years old, and a number have reached 110 years.

There are 22,150 men and 36,294 women more than eighty years old.

It will be seen that women are longer lived than men.

Even Madrid, which has the reputation of being unhealthy, has twenty-four women and eleven men who are more than 100 years old.



Your personal appearance should be one of your greatest assets. A pimply complexion may lose you a wife, an order, or a job. Sluggish liver and intestinal inactivity are among the chief predisposing causes of pimply, blotched and sallow skin. With the aid of Pinkettes, the gentle little laxatives and liver regulators, these may quickly be overcome. As a remedy for constipation, bilious attacks and sick headaches Pinkettes are perfection. Your chemist sells them, or post free, 60 cents per vial, from the Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

NO RIGHT TO BE A HERO.

A REPRIMAND INSTEAD OF THE V.C.

To have been recommended for the Victoria Cross for valour and distinguished conduct on the field of battle, but instead of receiving this outstanding award to have been reprimanded by senior officers was the unusual experience of Colonel the Hon. James L. Ralston, C.M.G., D.S.O., the present Minister of National Defence. It has just become known (says a *Central News Toronto* message).

It happened towards the close of the War, when Colonel Ralston was a "kiltie" officer in command of the 85th Battalion Nova Scotia Highlanders. Previous to this occasion the indomitable Highland officer had been mentioned in despatches and awarded the D.S.O. Subsequently he was again mentioned in despatches, awarded a bar to his D.S.O., and given the higher distinction of C.M.G.

Although four times wounded, the Nova Scotia officer was almost continuously at the head of his men in the thickest fighting. For several months after he became Commander of the Battalion, his force was engaged in holding the line or in training for the big push that was to end in victory for the Allied forces. The Battalion had just taken over a section of the front line, at the end of July 1918, when a very daring and brilliant reconnaissance was carried out by a small party under the command of Lieutenant Evans.

After penetrating the enemy wire, the party were discovered and hastily withdrew. After regaining their own trenches it was found that the young officer had not returned. Without a moment's hesitation Lieutenant-Colonel Ralston, accompanied by Lieutenant Adams, entered No Man's Land in a bold attempt to locate the missing officer. By this time the enemy, thoroughly aroused, were sweeping the whole area with a concentrated fire from trench mortars, machine guns and rifles, but the present Minister of Defence carried on the search until he located Lieutenant Evans. Together with Lieutenant Adams he lifted the officer and worked his way back.

For this extraordinary act of courage, Lieutenant-Colonel Ralston was recommended for the award of the V.C. The higher authorities refused to entertain the recommendation on the ground that it was not the business of a commanding officer to risk his life in such a manner, and it may be mentioned that the Brigadier-Commander received a reprimand for insisting on the recommendation for the award being reconsidered on its merits regardless of the regulation which in his opinion should not have been applied.

The authorities were doubtless right, but the humanity and the heroism of the act remain.

TAXABLE BACHELORS.

WILL MR. CHURCHILL ADOPT MUSSOLINI'S PLAN?

Sir Robert Horne, in contemplating Budget possibilities at a meeting in Leeds, was in humorous vein, and dealt amusingly with the subject of taxing bachelors.

"I hope, he said, that the Chancellor of the Exchequer will not adopt the pernicious plan, which I see is about to be instituted in Italy. There it is proposed to put a tax on bachelors. It appears that not merely is this to be a definite tax of a fixed amount, but that a slice of the bachelor's income is to be taken as well. If he has no visible means of support, his parents are bound to provide the slice of income that he ought to have."

One can hope that in this country the Chancellor of the Exchequer will be deterred from imposing any such taxation by reason of the fact that it is against all principles of English taxation. Here taxation is imposed upon success, and the more successful you are the more you are taxed. From that it follows there ought not to be a tax upon failures (Laughter.)

If such an impost were ever instituted it would be necessary to set up a tribunal in order that bachelors might be able to demonstrate that they were neither passive resisters nor conscientious objectors, and perhaps in order to escape the duty some of us might be reduced to the ignominy of bringing to the tribunal a queue of ladies by whom we have been rejected in order to show that we have done our best.

Where, is the Chancellor to get his money, Sir Robert Horne asked, and then he raised another laugh by querying whether it was to be from some new luxury or if "the stockinged legs are to support still larger figures."

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CURE FOR CONSUMPTION?

TEST OF NILE SUNSHINE FOR TUBERCULOSIS.

Vienna.—Did the ancient Egyptians know of a "sun-cure" for tuberculosis?

At the invitation of the Egyptian Government, Professor Dr. Spitzzy, one of the greatest Continental authorities on the most modern surgical methods, has gone to Egypt to study this question.

Some time ago Dr. Wiesenthal, of Vienna University, gave a lecture here on his examination of the skeletons found in old Egyptian graves, and he concluded that tuberculosis of the bones was not unknown at the time of Nileland's greatness.

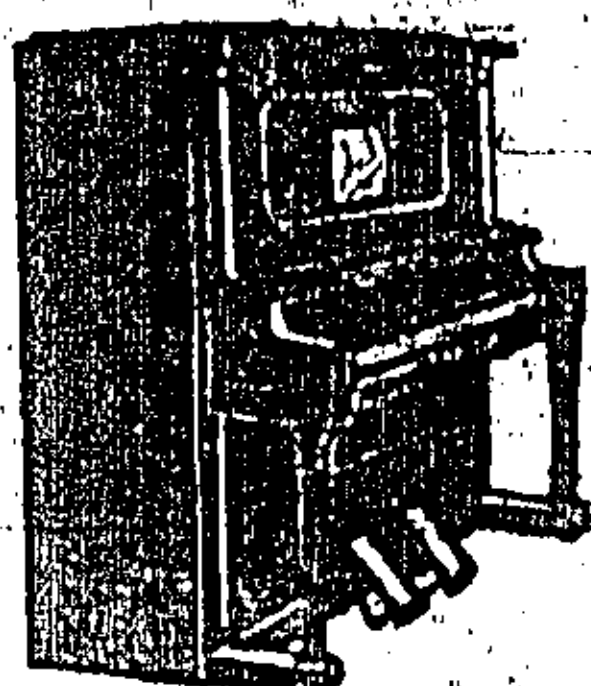
At it is believed not to have made ravages to the extent it does to-day, the idea has taken root in scientific minds that a "sun-cure" was known and was efficacious.

High Sunland or Low?

Professor Spitzzy will endeavour to shed more light on the matter. Hitherto medical science has put its faith in "the high sun," and has sent patients to the mountains.

Will this be replaced by a belief in "the low sun," or the sun beside the sea in a land such as Egypt? In Egypt and Palestine sanatoria already exist for the treatment of tuberculosis of the bones; and Professor Spitzzy will make a thorough investigation of what is being done in these institutions.

A total catch of 54,817,700 pounds of sea fish was landed on both coasts of the Dominion of Canada during December, of total value of \$931,931 to the fishermen. This compares with 54,892,600 pounds of fish, valued at \$902,071, in December, 1925.

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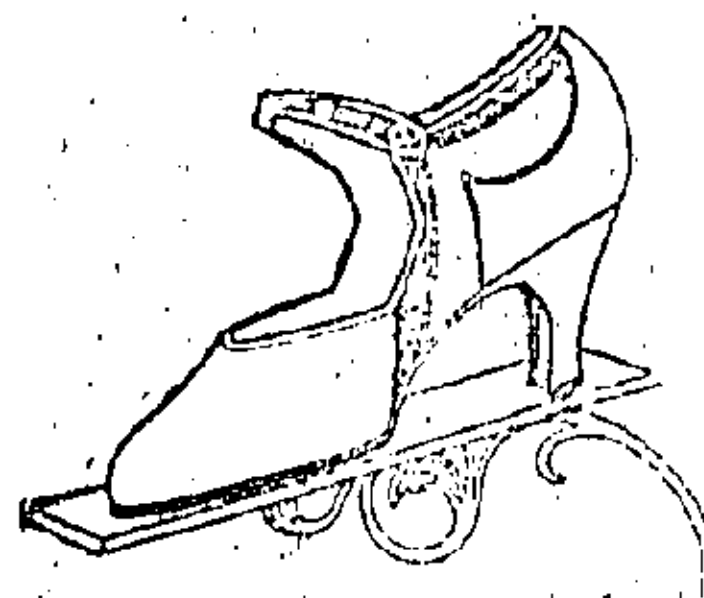
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PRESENTATION.

WELL-KNOWN MACAO
SURGEON HONOURED.

With a ward in the St. Rafael Hospital at Macao named after him and an oil painting of his own likeness hung on its wall as testimony of the honour conferred on Dr. Jose Caetano Soares by the Municipality of Macao, this well-known Portuguese surgeon was the recipient of a presentation at the Club Lusitano last evening. The ceremony took place in the large Club hall "Luiz Camoens" and was very largely attended. The gathering was thoroughly representative of the entire Portuguese community of Hongkong and foreign friends of the Doctor. Senhor A. Cerveira de Albuquerque Castro, Portuguese Consul-General, was present, and with him were Mme. and Mlle. Castro. All the members of the Committees of the principal Portuguese institutions in Hongkong, viz., the Club Lusitano, the Club de Recreio and the Portuguese Mutual Aid Society were also present. The large attendance of ladies was particularly noticeable.

Following the reception, at which a large number of visitors was introduced to Dr. and Mrs. Soares, the presentation was made.

Signal Services.

Senhor Albuquerque addressed the assembly. He said that he had been asked to speak on behalf of the Portuguese community of Hongkong, who had gathered together that evening to testify to their deep sense of regard for Dr. Soares as a friend and of gratitude as a famous physician and surgeon who had rendered signal and beneficent services not only to the Portuguese in the Colony of Macao but to a large number of his compatriots in Hongkong. Those who had reason to feel grateful to Dr. Soares, and others who were attached to him by ties of friendship and personal regard, felt impelled to offer to Dr. Soares, upon his leaving China on long home leave, a souvenir which had been subscribed for by Portuguese admirers and friends of the worthy physician. It gave Mr. Albuquerque very great pleasure, indeed, on behalf of the Portuguese of Hongkong, to ask Dr. Soares to accept the gift which the subscribers hoped, the Doctor might keep in token of affection and gratitude from his compatriots and friends in Hongkong.

Consul-General Albuquerque, amidst loud applause, then handed Dr. Soares a silver cigar and cigarette box inscribed in Portuguese, "Souvenir from the Portuguese Community of Hongkong. Dr. Jose Caetano Soares. 25th March, 1927."

Arrival in Hongkong.

In accepting the gift Dr. J. C. Soares made a lengthy speech in which he most heartily thanked the Portuguese community of Hongkong for the gift. He recalled an incident on the first day he arrived in Hongkong many years ago when a salute of 21 guns was fired. He explained that the salute was not of course, fired for his benefit, but was in connexion with Hongkong's observance of His Majesty the King's birthday. That incident recalled to his memory his long association with the Portuguese community of the Colony among whom he numbered a number of his best friends, friends who had assisted him in no small measure.

Dr. Soares mentioned that he had been in the Far East for fourteen years and that it was his adopted home. He had no intention of remaining in Portugal but would return to Macao after spending twelve months at home. He felt that the ties of friendship he had in Hongkong were far too precious to be severed. In his work he had had the support of the Portuguese in Hongkong, and

he was very grateful for this. Dr. Soares concluded with another expression of thanks and best wishes for the welfare of Portuguese in the Colony.

Dr. Soares' acknowledgement was greeted with a round of enthusiastic applause. Three "Vivats" were called for Dr. and Mrs. Soares and vociferously given.

Little Laura Nolasco da Silva gracefully presented Mrs. Soares with a bouquet of flowers in a silver holder.

At the conclusion of the presentation there was dancing which was kept up until the dinner hour. The music was supplied by the Lyric Orchestra and was thoroughly enjoyed.

Dr. Soares' Services.

Dr. Soares, who is a native of Almeida, belongs to north Portugal; he came out to Macao as a lieutenant attached to the military medical staff in 1913. In 1916 he was transferred to Timor, and resigning his commission in the Army, returned to Macao in 1916 as a civilian physician.

In that year he entered a contract to serve as medical officer under the Municipal Council and the Santa Casa de Misericordia. The engagement was for 10 years, being appointed director of St. Rafael Hospital, the civil hospital maintained by the Santa Casa in connexion with its work as a benevolent institution. During his term of office Dr. Soares practically reorganised the clinical and administrative departments of the hospital and brought it up, as nearly as its finances would permit him to do, to the standard of a more or less modern medical institution. This reorganisation and its consequent improved efficiency at once won the confidence of the public, both European and Chinese, as the following figures will show:

A Delegate of Macao.

Out-patients: 1st year 1,874, including 916 Chinese; 10th year 6,038, including 4,335 Chinese. Total number of patients for 10 years 48,923, including 32,676 Chinese. Patients admitted to hospital: 1st year 400, including 273 Chinese; 10th year 650, including 531 Chinese. Total number of patients for ten years 5,108, including 3,927 Chinese. Maternity cases: 1st year 17; 10th year 619. Total number for ten years 619, including 90 abnormal cases. Major operations 677 cases in ten years; in recent years the average was 80 per annum.

Dr. Soares represented Macao at the Congress of the Far Eastern Association of Tropical Diseases which was held at Batavia in 1921. He again acted as delegate from Macao in the 1923 Congress which took place at Singapore. He is a member of the Association. It was Dr. Soares who first practised higher surgery at Macao, being held in the opinion of many, as a leading practising surgeon in the Far East.

To Return Next Year.

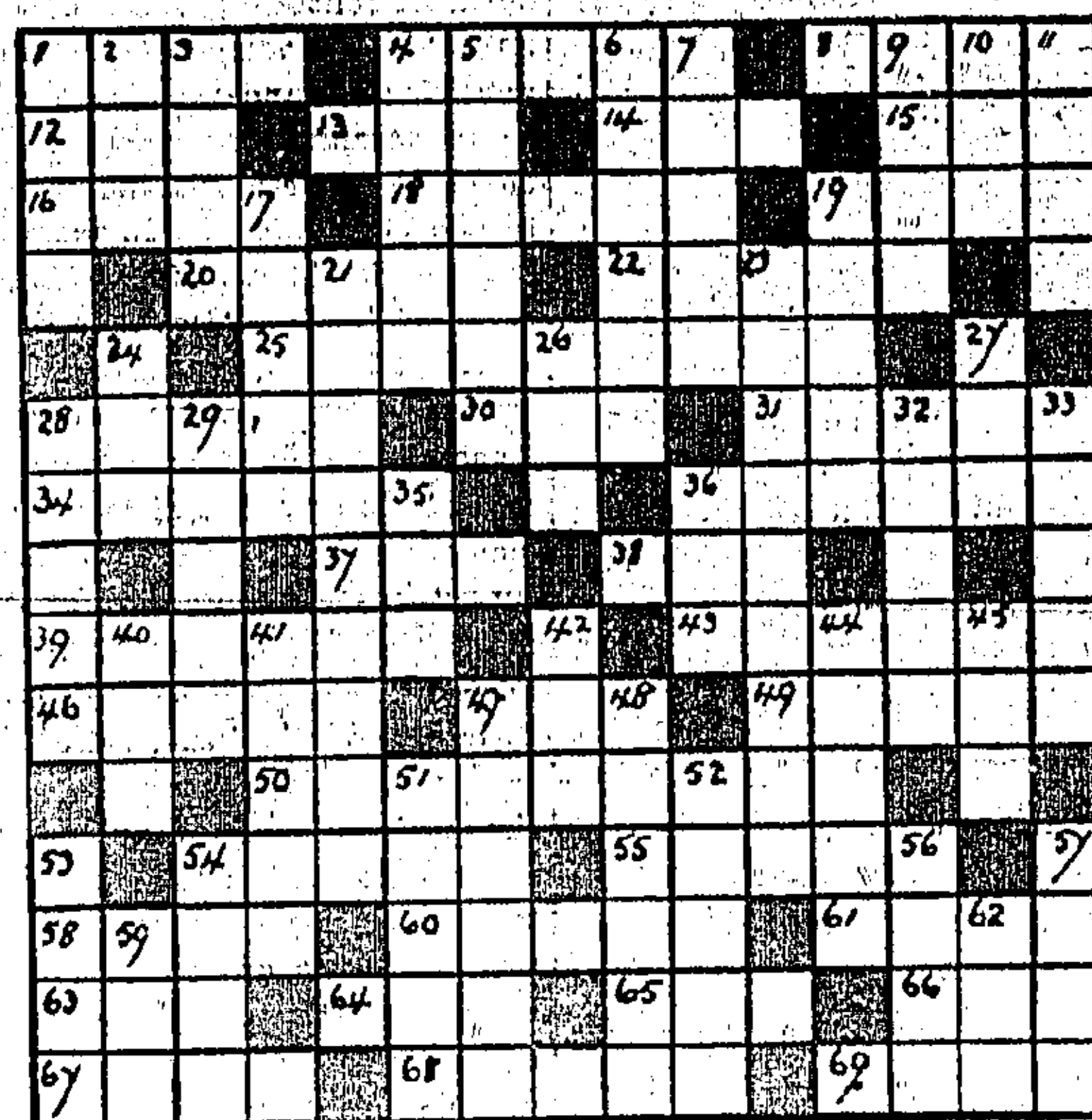
Dr. Soares leaves for Portugal to-morrow on a well-earned holiday. He intends spending his furlough in his native country but will visit Paris in pursuance of studies connected with his profession. Upon his return to Macao next year, Dr. Soares will renew his contract with the Municipality for another period of ten years.

Like most members of his profession, Dr. Soares is very unassuming in his character; is well-known for his charitable and disinterested disposition and never fails to give of the best of his rare talent and services to all in aid of and have sought them. For his rare qualities Dr. Soares has earned the unstinted praise of his numerous friends and admirers at Macao and Hongkong.

His Authorship.

There has just been issued by the printing and publishing firm at Macao "Typografia Mercantil," of Messrs. Fernandes e filhos, a

OUR CROSSWORD PUZZLE.



Across.

- 1 Freshwater duck.
- 4 Volume of maps.
- 12 Decad.
- 13 Shoemaker's tool.
- 14 Remains after burning.
- 15 Piece of a horse's harness.
- 16 Gardening tool.
- 18 Chair.
- 19 Merit by labour.
- 20 Disunity.
- 21 Incident.
- 22 Lasting.
- 23 Small dwelling.
- 24 Rest on a chair.
- 30 Storehouse.
- 31 Houses.
- 32 Thong shaped.
- 33 Moved quickly.
- 34 Fasten with thread.
- 39 Church service book.
- 42 Toy detonator.
- 46 Mixture of rain and snow.
- 47 Equality.
- 49 Follow as a consequence.
- 50 Credo.
- 54 American monkey.
- 55 Certain times.
- 58 At that time.
- 60 Two-headed buttons.
- 61 Digits of the feet.
- 63 Small island.
- 64 Please turn over.
- 65 Part of the mouth.
- 67 Wealth.
- 68 Lively dance.
- 69 Fruit (plural).
- 69 Ran off.

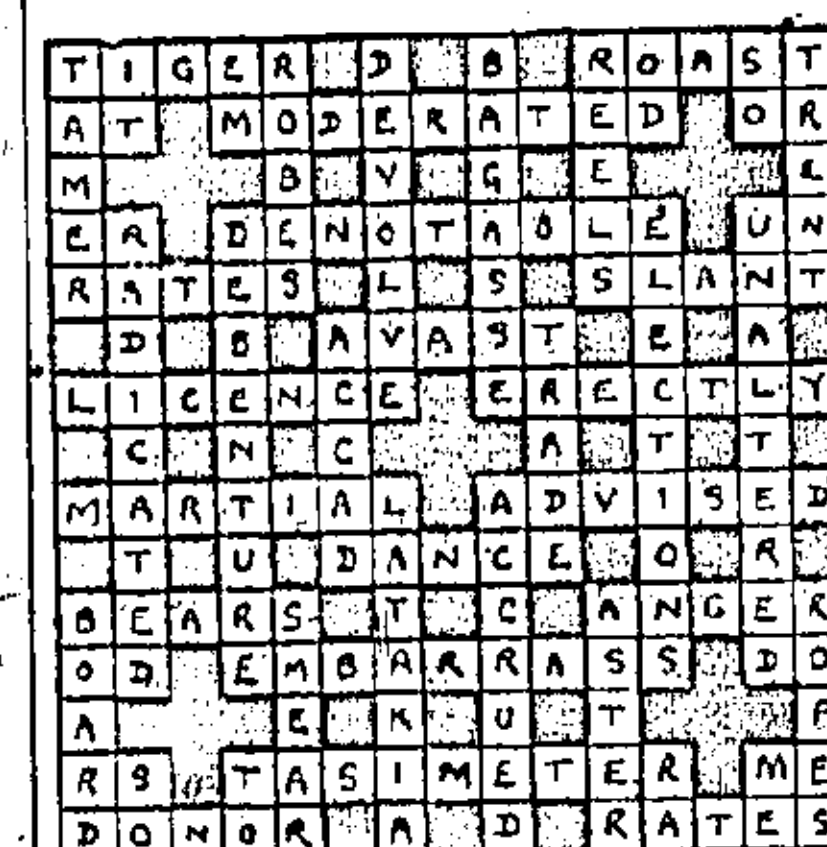
Down.

- 1 Undertaking.
- 2 Female sheep.
- 3 Exclamation of pity.
- 4 Genus of plants with showy flowers.
- 6 Unit of heat.
- 7 Not present.
- 7 Used for sifting.
- 9 Talk lightly.
- 10 Devonshire hill.

11 Dispatch.

- 17 Lukewarm.
- 19 Come in.
- 21 Reversed.
- 23 Gift of nature.
- 24 Hackney carriage.
- 26 Trouble.
- 27 Extremely warm.
- 28 Becomes tranquil.
- 29 Cow stall.
- 32 Couples.
- 33 Titter.
- 35 Indian tree.
- 36 Grassy plain.
- 40 Unwell.
- 41 A "chuck."
- 42 Shake.
- 44 Attack.
- 45 Long, leather tipped rod.
- 47 Fire arm.
- 48 Perforate with shot.
- 51 Remains.
- 52 Fertile spot in a desert.
- 53 Celestial body.
- 54 To measure.
- 56 Mould.
- 57 Accustomed.
- 59 Go quickly (poet).
- 62 Before.

Yesterday's Puzzle.

DUTCH MINISTER
RESIGNS.

Hague, March 25.
The Foreign Minister, Herr Van Karnebeek, has tendered his resignation.—*Reuter.*

Paris.—The Charleston was danced at the Presidential Palace, the Elysee, when President Doumergue entertained the leaders of Parisian society to dinner, followed by a reception and dance. Earlier in the day the Master of Ceremonies pointed out that if the Charleston were prohibited the young people would not dance. The President, who had never seen the Charleston danced, was dubious and ordered a rehearsal. Afterwards he gave his permission for the Charleston at the ball.

A voluminous book of 273 pages on St. Rafael's Hospital. The work is from the pen of Dr. Soares and is dedicated to the late General Rodrigues. The illustrations are all in colotype and are a valuable addition to the letterpress which gives a complete and comprehensive history of the hospital with special reference to the decennial period 1916-1926 when the hospital was under Dr. Soares' administration.

JAPAN'S BUDGET.

LARGEST IN EMPIRE'S HISTORY.

Tokyo, March 25.
The Budget has passed both houses.—*Reuter.*

The Japanese budget for the fiscal year 1927-28, is the largest in the history of the Empire in ordinary times and it adopted without change provides for expenditure of Yen 1,730,058,768.

A summary of the budget, as published for members of parliament by the Cabinet on December 21, 1926, listed the following principal items in ordinary and extraordinary appropriations:

Item	Ordinary	Extraordinary
Imperial Household	Yen 4,500,000	
Foreign Ministry	16,491,695	2,368,756
Home	43,689,394	213,529,314
Finance	339,564,972	59,599,770
Army	173,614,412	58,460,762
Navy	135,978,084	119,148,541
Justice	31,119,223	6,242,110
Education	110,217,547	21,983,404
Agriculture & Forestry	26,429,761	22,884,402
Commerce & Communications	26,429,761	22,884,402
(posts, telephones, etc.)		
	279,593,979	63,841,638

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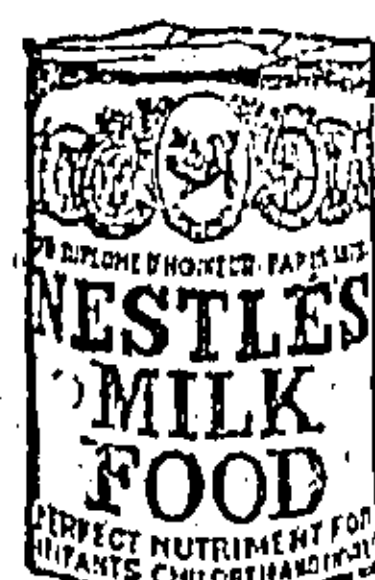
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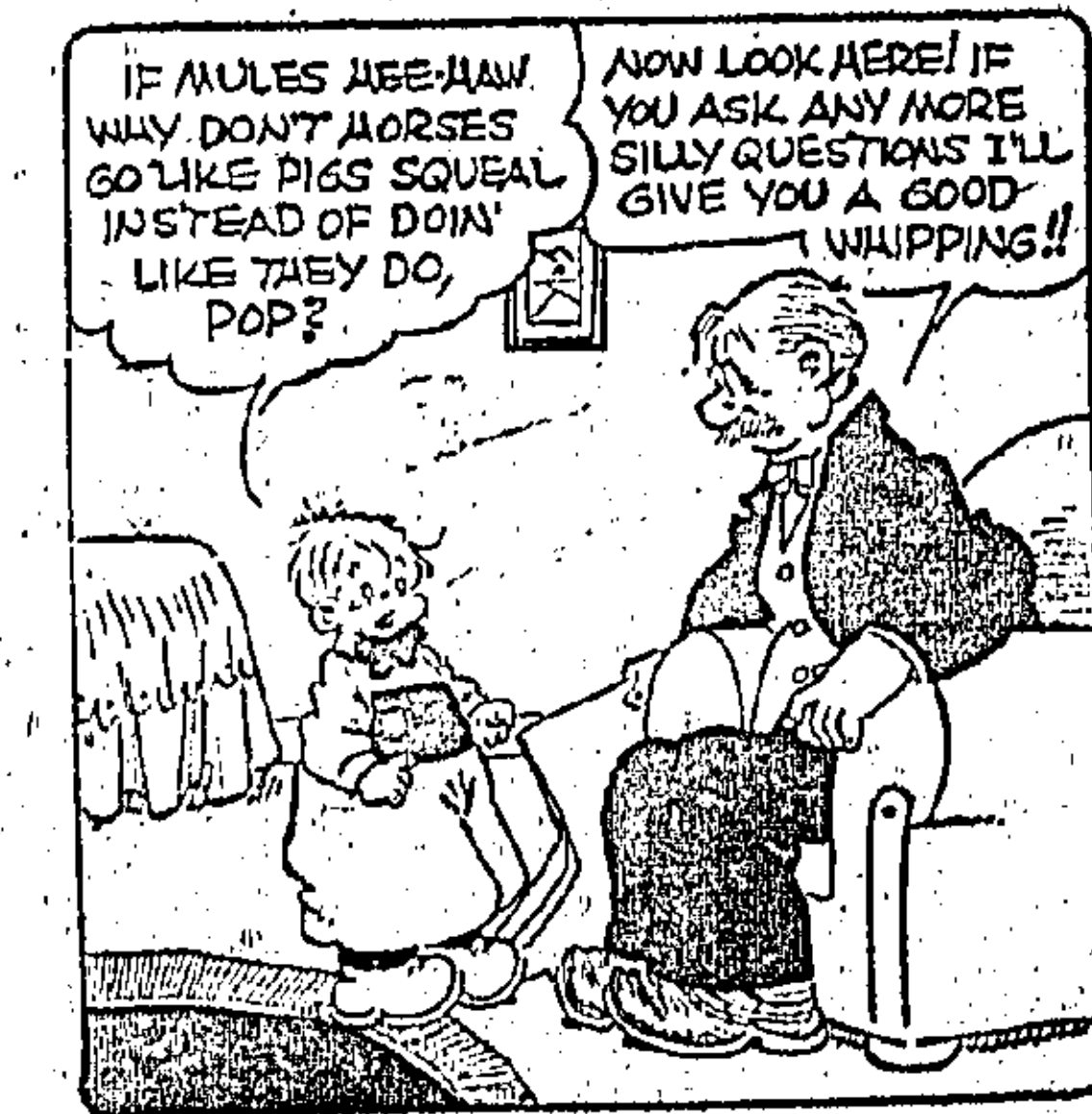
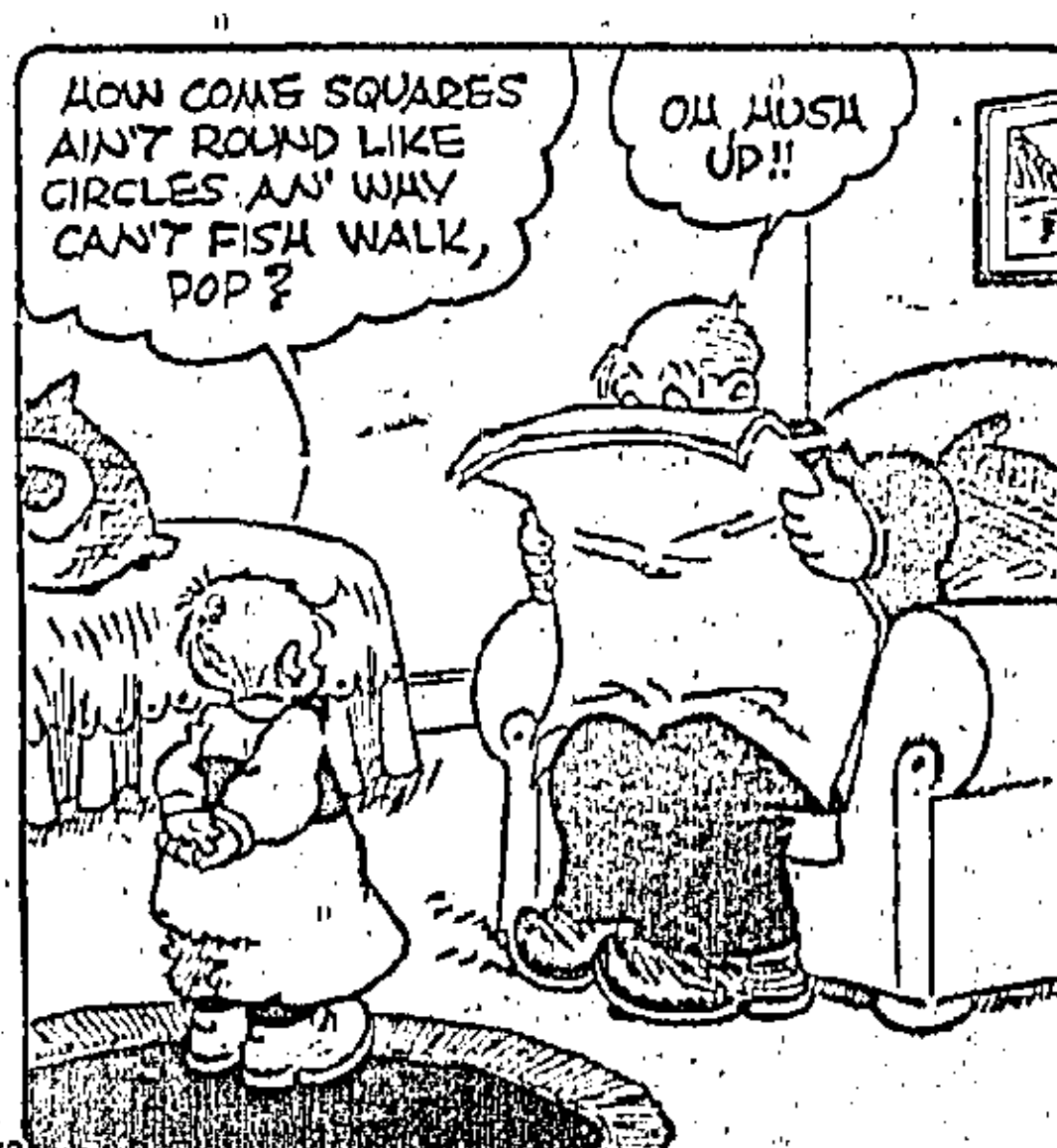


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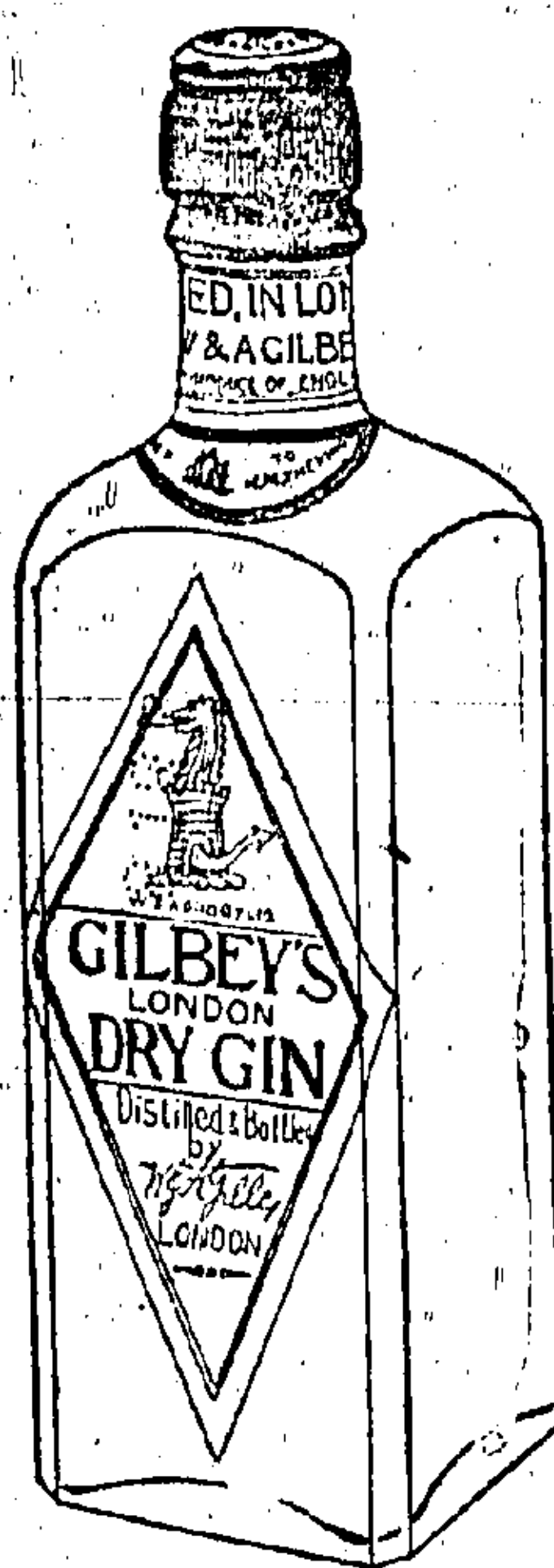
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**The
Hongkong Telegraph.**

SATURDAY, MARCH 26, 1927.

**EX-SERVICE
ASSOCIATIONS.**

We notice that at the annual
meeting of the Hongkong Branch
of the British Legion the question
of the eventual dying out of the
organisation was mentioned and
that it was frankly admitted that
it was only a question of time be-
fore the members of the Legion
passed on. And it must be the
same with all organisations the
membership of which is confined
to men who saw service in the late
European War. In the case of
the Ex-Service Men's As-
sociation, of Hongkong, the mem-
bership is further restricted to
those who did actual active ser-
vice during August 1914-Novem-
ber, 1918, and in this case there
will inevitably be a dying off of
members without the entrance of
new ones. In the case of the British
Legion, the qualifications for
membership are a little wider,
but even there Father Time is
bound to play his inexorable part.
Of course, even on the basis as at
present operative, both the organi-
sations we have named have many
years of useful activity ahead of
them. The war is not yet so long
ago that there is any scarcity of
men who "did their bit" and we
shall doubtless see the British
Legion and E.A.S.M.A. thriving
for many years. The annual
effort of the Legion on behalf of
Earl Haig's Fund has earned for
it a very worthy place, and in the
case of E.A.S.M.A. it has provided
much-appreciated social enjoy-
ment not only to its members but
also to many present-day "regu-
lars" of His Majesty's forces. We
should indeed be sorry to see
either organisation pass out of
useful activity.

Which leads us to make the sug-
gestion that the time is not very
far distant when these organi-
sations will have to ponder the pro-
blem of either widening the basis
of their membership or dwindling
in effectiveness. The time may
come, when the merging of
E.A.S.M.A. into the local branch
of the British Legion and the
opening of the latter to all ex-
servicemen, irrespective of what
war they fought in or whether
they fought in a war at all, will
have to be seriously considered as
the means of keeping alive the
spirit behind the movement.

There is a very worthy spirit—the
spirit of fellowship and comradeship,
the extending of a helping
and friendly hand—bound up with
these organisations and if that
could be perpetuated and be ex-
tended to include all men who had
seen service in any of His Majesty's
uniformed services then there
would at least have been one per-
manent thing of value left as a
legacy of the fight against incon-
siderable might. There is a com-
mon bond among men who have
served in the Army, Navy or Air
Force and, although many of the
larger units of these services have
their own special "ex-service" or-
ganisations which are strictly
limited to men of the unit, there
is room for one larger organi-
sation which could embrace all ex-
servicemen, no matter from what
unit, and constitute itself heir
and successor of the present-day
organisations which, by reason of
their dated qualifications for
membership, will shortly pass the
way of all dated things. In social,
charitable and good-fellowship
endeavour such an organisation
could be of immense value not
only to its members but to the
general community. We imagine
that, unless the 1914-1918 soldiers
are content to see the organi-
sations they have built up pass away
into uselessness, on such-like
lines that the future trend of
events will move. With Hong-
kong so small and isolated a
centre, it might not be too early
to make a move in that direction
even now.

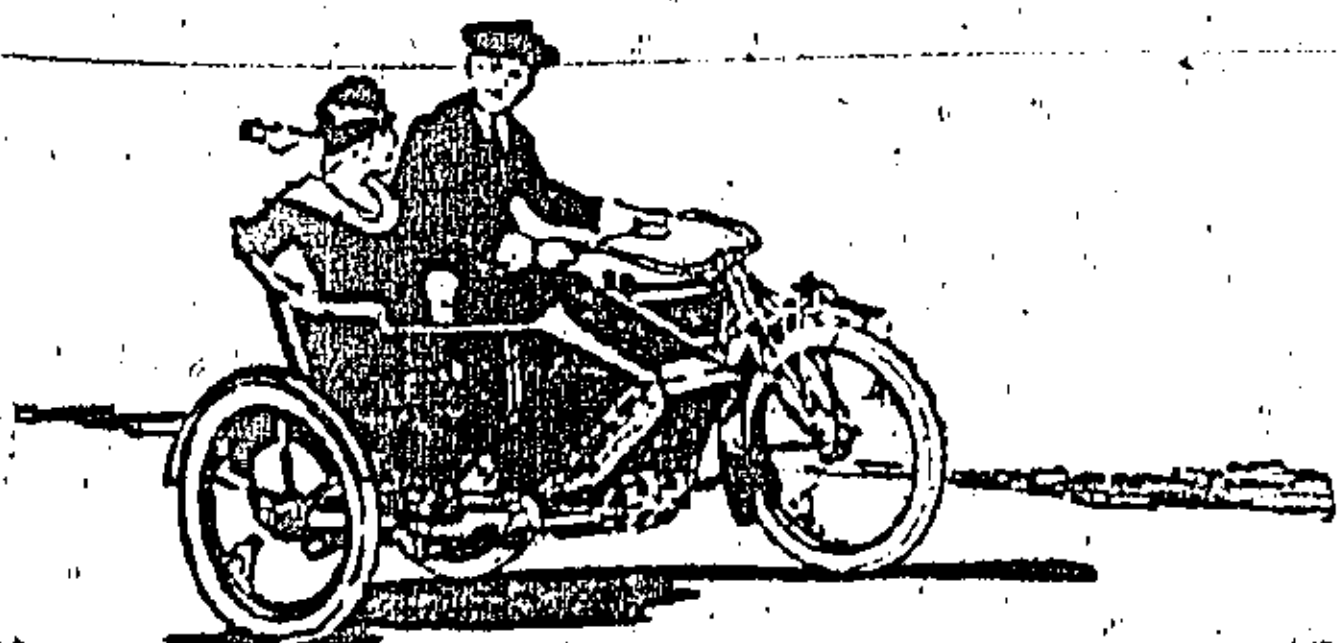
Band Concerts.

Thanks to the enterprise of the
Queen's Theatre management,
Hongkong residents have been
able recently to hear most of the
military bands now in the Colony,
and an especially attractive event
has been fixed for to-morrow
night, when the massed bands of
the Cameronian and the Middlesex
Battalions will appear in a really
big programme. In this and other
ways, the management of the
Theatre named has done much to
encourage the love of music locally,
in which connexion we cannot
withhold a tribute to the greatly
improved work of the Queen's Or-
chestra under Mr. Grovini. The
suggestion is now being made,
however, that whilst we have the
additional troops with us it ought
to be possible to arrange a series
of outdoor military band concerts.
We thoroughly agree with the idea.
At the present moment, counting
the normal garrison, there are six
military bands in the Colony, and
it is quite likely that that number
will remain unaltered throughout
the coming summer. There would,
therefore, be plenty of material
on which to draw for a series of
concerts by separate bands, with,
possibly, an occasional massed
band event. We recall the excel-
lent concerts which were held
both in Hongkong and Kowloon
a couple of summers
ago, and now, with more
troops here, there should be all
the greater means for arranging
such events. It only requires a
little organisation to make the
suggestion a reality. Wherever
the concerts were held, a small
charge could be made for admis-
sion, and the proceeds could no
doubt be applied to the Services
Recreation Funds. Where there's
a will, there's a way. Will some
individual or organisation move
in the matter?

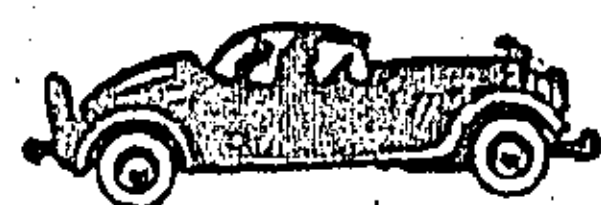
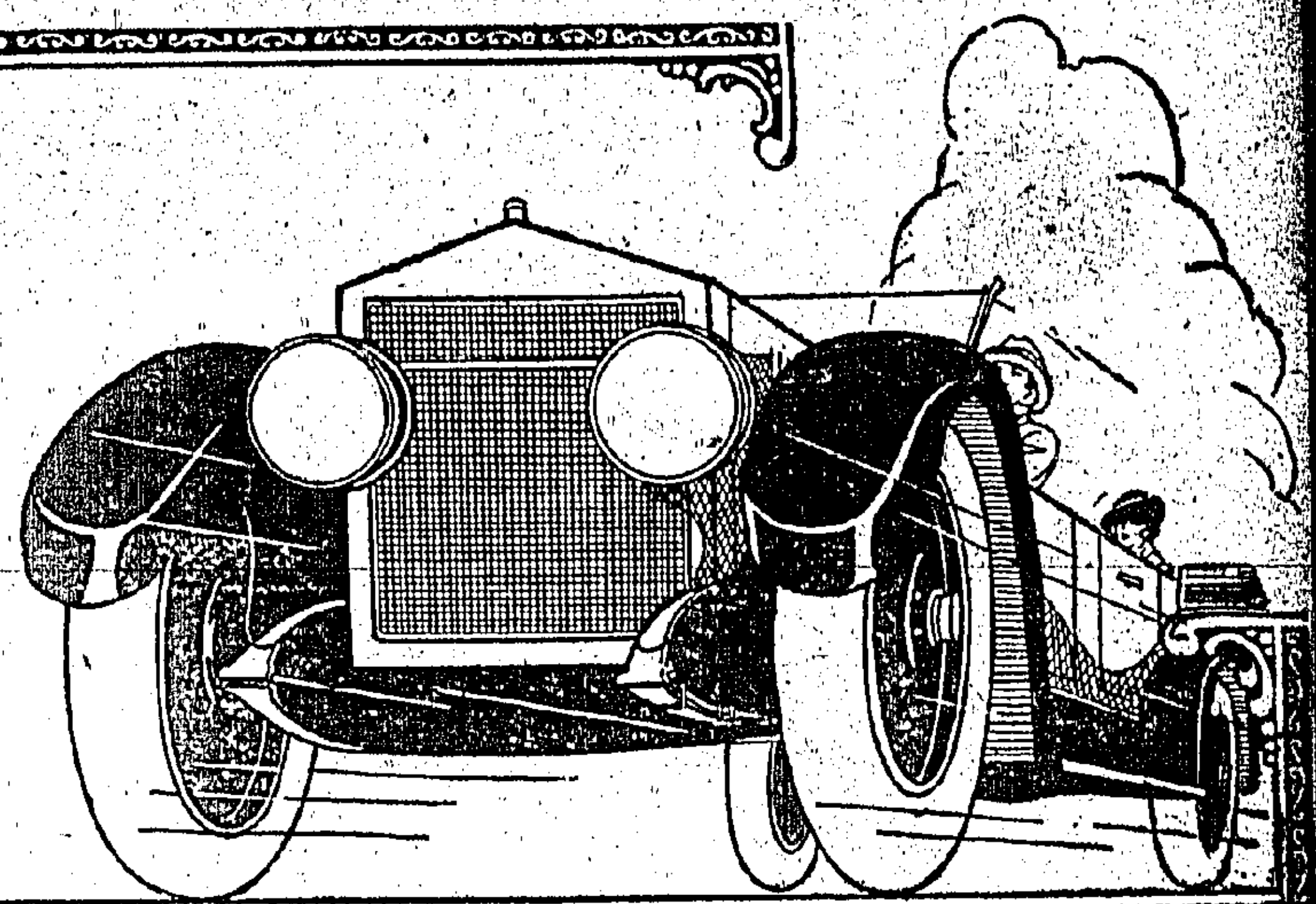
EXCHANGE RATES.

London, March 25.	124
Paris	24.85 11/16
Brussels	12.37 1/2
Amsterdam	12.37 1/2
Berlin	18.21
Copenhagen	34.52 1/2
Vienna	18.21
Hamburg	18.21
Stockholm	18.21
Oslo	18.21
Prague	18.21
Madrid	18.21
Athens	18.21
Buenos Aires	18.21
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MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH
SATURDAY, 26th MARCH, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION



CURRENT COMMENT

Annual Meeting.

The Annual Meeting of the Hongkong Automobile Association has been postponed to Friday, 1st April, at 5.30 p.m. at the Board Room of Messrs. Jardine, Matheson & Co., Ltd. It is hoped that members will make a special point of attending.

Chauffeurs.

The "Drivers" Registration Bureau organised by the Association is serving a most useful purpose, and quite a number of members have secured satisfactory drivers through its agency. We are asked to mention that at the moment, there are several excellent men desiring situations on account of their masters leaving the Colony on leave. Any member of the Association therefore, who is needing a chauffeur should apply to the Honorary Secretary c/o The Hongkong Telegraph. It should be remembered that men supplied through the Association are thoroughly reliable, and what is an equally important point, the salaries are not excessive.

Peak Needs.

The question so often raised in these comments of the necessity for providing modern fire-fighting equipment in the Peak District, is, we understand, receiving attention at last, one of the latest types of side-car outfits having been ordered from Home. When this arrives, every house will be within easy reach of a machine which will effectively deal with any outbreak in its early stage.

Flying Squad.

The latest Flying Squad orders issued state that in future the weekly practice for the Hongkong contingent will take place on Thursdays instead of Fridays, as Thursday is considered to be the most suitable for majority of the members. Members should endeavour to attend the weekly lectures every Tuesday at the police training school in High Street, off Bonham Road. This applies to Hongkong men and also those who belong to the Kowloon group. All members of the squad, both Hongkong and Kowloon, are requested to attend the police stores for the purpose of being measured for summer uniforms. Two suits of khaki uniforms, and one khaki cap cover will be issued to each member.

Shok-O District.

Indications are appearing that the number of residents at Shok-O will be increased this year, which is not surprising when the desirability of the locality is taken into account. The motor trip itself is particularly enjoyable, providing, as it does, some of the finest scenery in the Far East. Some people who would build out there, appear to find the matter of transportation the stumbling block, but with an excellent road and motor transportation remarkably economical, their objections are hard to understand. In other cities of the world, it is the rule, rather than the exception for those who can afford it to reside in rural districts, a state of affairs which has become general solely as a result of automotive transportation. In this respect, the motor car is more than ever a necessity rather than a luxury, and it is rather surprising that a greater number of Hongkong residents have not responded more quickly to the appeal of an ideal

locality, if only for health reasons.

Trade Visitors.

Mr. V. A. Dodge of Messrs Dodge & Seymour, Ltd., is due to arrive in Hongkong to-day in the interests of the Hudson Motor Car Company, and on the 30th inst. the representative of Messrs Dodge Brothers in the person of Mr. H. Sutherland Pileh, is due here. Regarding the latter makers, it is interesting to learn that, in a few months they will introduce a new line of motor cars, in no way conflicting with the market for Dodge Brothers' present types, but occupying a considerably higher price field and produced in limited quantities. The makers aim at combining Dodge Brothers dependability with exceptional performance and striking beauty of appointment and design. These new cars will doubtless be awaited with interest. In the meantime, it should be understood that the makers will continue to produce their present line in maximum quantities to meet the demand which, during the year just ended, reached the record total of 330,000 cars.

Road Closed.

Leighton Hill Road and Caroline Road from Matheson Street to the tram terminus, Causeway Bay, is temporarily closed to west-bound traffic. For the time being it is only permissible for east-bound traffic to use these roads. West-bound traffic will be diverted by way of Yee Wo Street and Praya East. Any vehicular traffic travelling west and wishing to use part of Leighton Hill Road or round the Valley should do so by way of Percival Street and thence into Matheson Street. The reason for this regulation is that owing to work being in progress in connexion with raising the road, it is considered necessary to institute one-way traffic to ensure safety. The work should be finished within a month.

Automobile Stretcher.

The "Riemvis" patent automobile stretcher has made its appearance in Hongkong. This stretcher is so constructed that it can be fixed in any 4/7 seater motor car, and is said to be invaluable for Fire Brigades, Police, Military and all large Industrial Works. It is also an asset to outlying districts where it provides an excellent means of transporting patients to hospital. Messrs. Alex. Ross & Co., Ltd. have introduced them to the Colony, and as demonstrations are being arranged, more should be heard of them later.

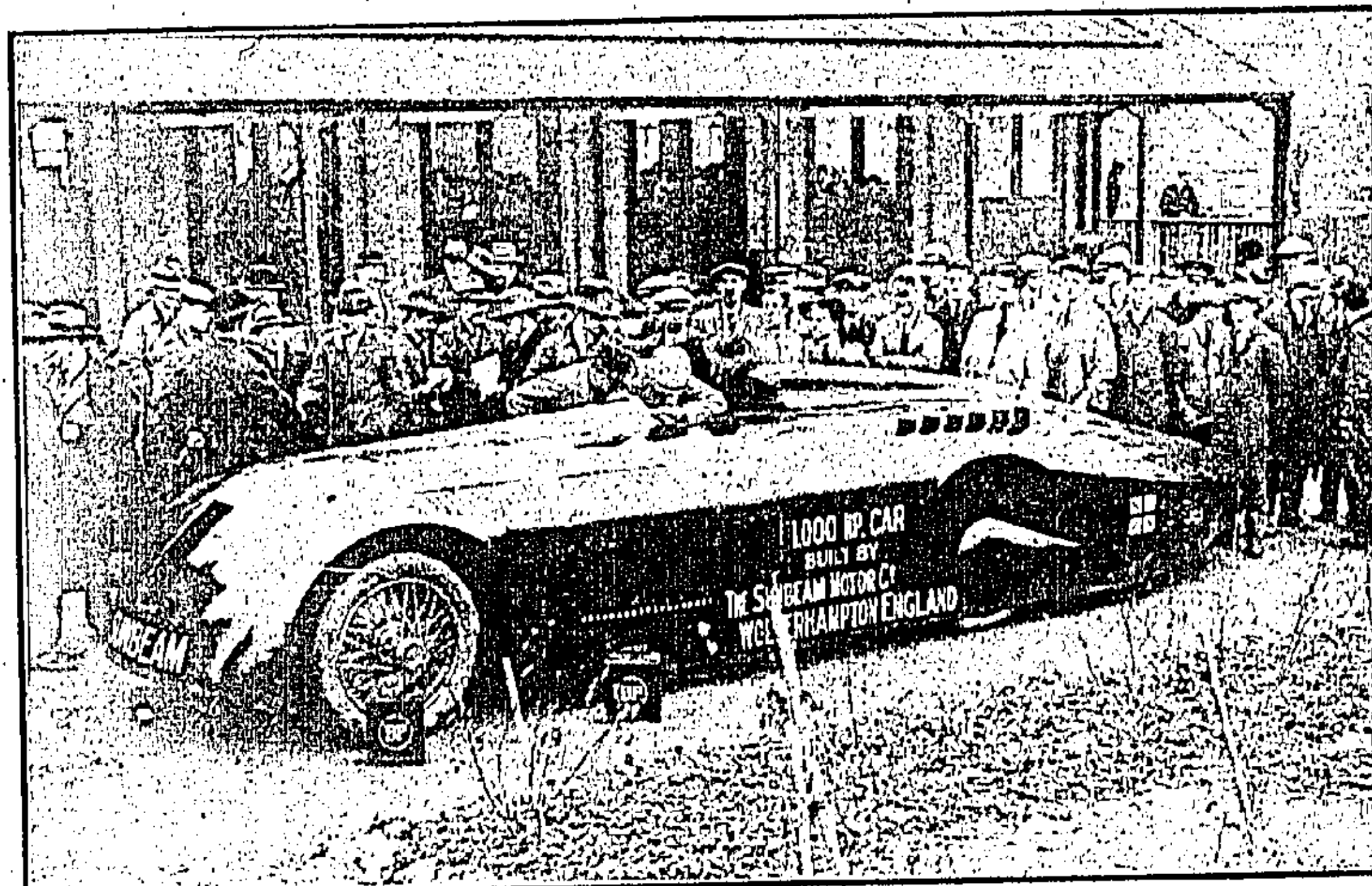
ALL-DAY WORK.

Essex Capability.

"Fifty miles an hour—all day." Such speed is claimed for the new Essex model, although a maximum speed greatly in excess of 50 miles is available when necessary.

Engineers centred their efforts on a car that would easily maintain 50 miles an hour all day, with a minimum of gas consumption. Cars were actually run for days at 50 miles or better, across rough going. Results proved that the car is the easiest, smoothest riding car ever produced by Essex, as well as the most economical and easiest to handle.

BRITISH CAR TO CHALLENGE ALL SPEED RECORDS.



This photo was taken just before the 1,000 h.p. British Sunbeam car was placed in the travelling crate for shipment from Wolverhampton to the United States, from which country news should shortly be received concerning its performance. Major H.O.D. Seagrave, the famous racing motorist, hopes to shatter all speed records.

DISORGANISED TRADE.

Effects of General Strike.

Graphs recently published in "The Motor Cycle" show that the value of 1926 exports of British motor cycles was approximately £200,000 below the 1925 figures, due, it is suggested to the Great Strike which so disorganised industry in England in May, June and July last. The total however, was £2,614,103 as compared with £15,098 imports.

LAW IS COMPLICATED.

France's new anti-dazzling anti-light law has so many complications and requirements that even authorities are finding it difficult to interpret and enforce the ruling.

BRITISH ACHIEVEMENT.

An Honour for Sir Alan Cobham.

The Gold Medal of the Federation Aeronautique Internationale for the year 1926 has been awarded to Sir Alan J. Cobham for his flight to Australia and back on the Armstrong Siddeley engine D.H.50.

FOR DUKE OF YORK.

Royal Cars in New Zealand.

During their visit to New Zealand the Government of this Dominion is placing at the disposal of the Duke and Duchess of York two "Long Eighteen" Armstrong Siddeley enclosed limousines.

LURKING DEATH IN LONDON STREETS.

Casualties for One Quarter Total 25,293.

The dangers of London streets are illustrated by statistics for the metropolitan area for the last 3 months of 1926.

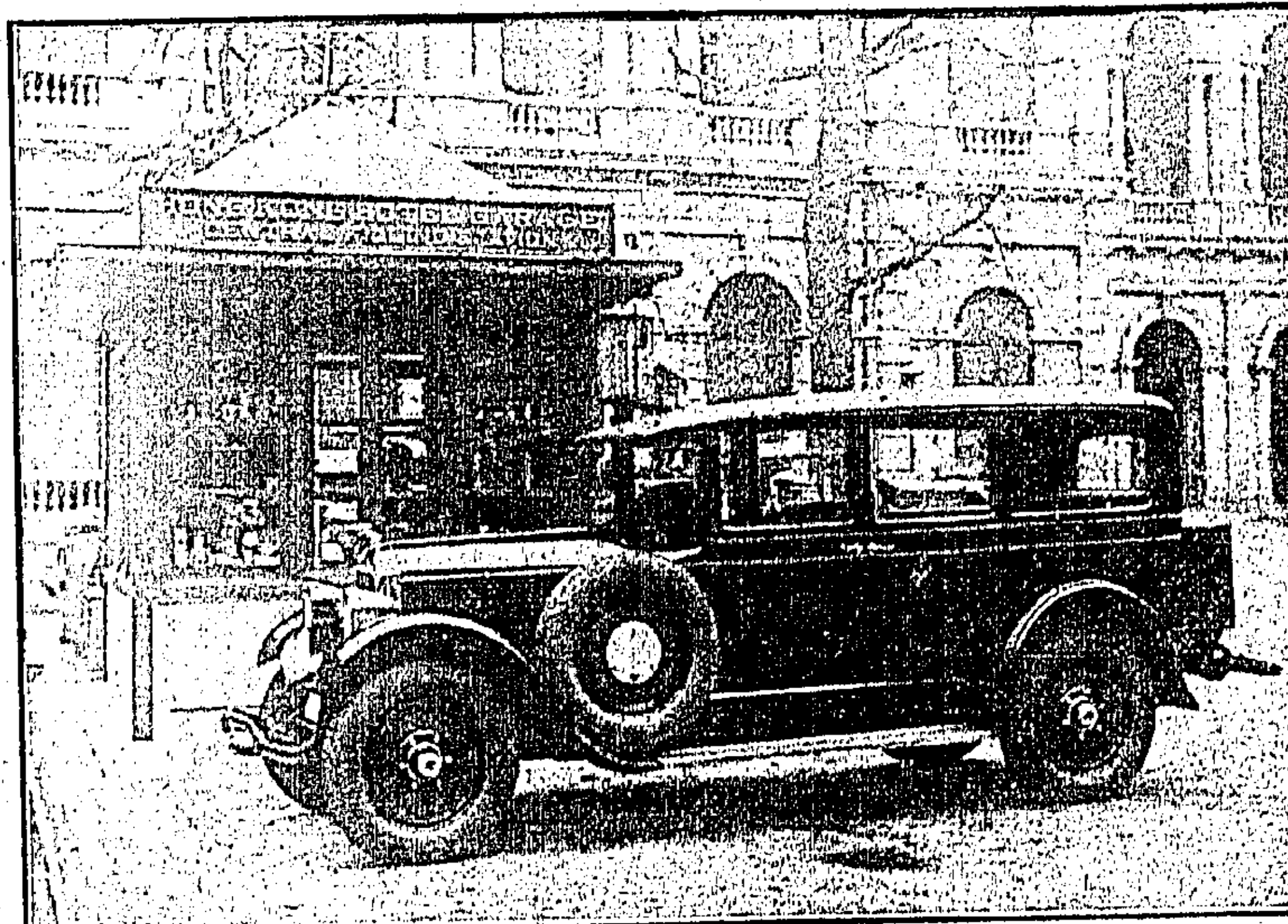
Two hundred and ninety-three persons were killed, mostly by motor vehicles.

The total number of accidents to persons was over 25,000.

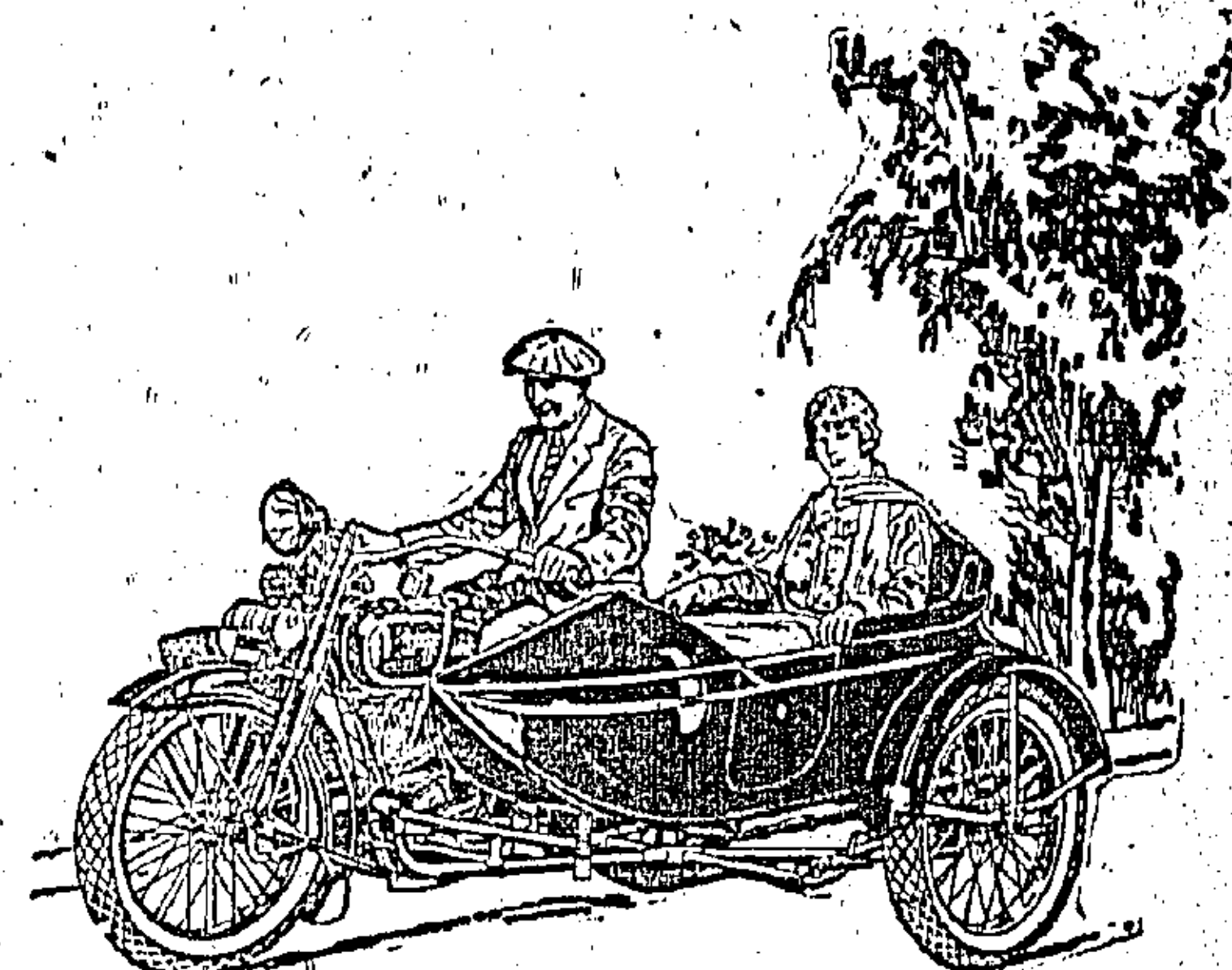
LIGHTS FOR STEPPERS.

A bill requiring pedestrians who walk on highways at night to carry a light or red reflector visible for at least 50 feet has been introduced in the Connecticut legislature by Representative Robert E. Foote.

THE STUDEBAKER "PRESIDENT" LIMOUSINE.



The above car is one of the most attractive and luxurious models of the Studebaker line. It has been delivered to Mr. Fung Fook Tien, a well-known resident and an enthusiastic motorist. Until recently, Mr. Fung operated a fleet of mixed cars, but realising the advantages of standardisation, he decided in favour of Studebakers of the type shown above. The cars were supplied by the Hongkong Hotel Garage.



CLASSICEST MOUNT ON THE ROAD. THE NEW "STREAM-LINE."

A New Shipment of Harley-Davidson single side-by-side valve, overhead valve and Big Twin Combinations, arrived by the s.s. "Empress of Canada."

PLACE YOUR ORDER EARLY.

Ask us for a free Demonstration Ride. Get the facts about our Pay-as-You-Ride plan.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.



Make the chart your guide

WHICH LUBRICANT SHALL I BUY?

The trend of the motorist to purchase only lubricants of known merit—made by reliable makers and sold by reliable dealers, becomes more and more pronounced.

The last few years of the growth of the automotive industry have been marked with factors that have brought no little grief to buyers.

Fly-by-night refiners with insufficient engineering, manufacturing and financial resources behind them have confused the public with their extravagant claims.

Market methods also have been in a chaotic state. Garages have sprung up over night and dealers have been appointed without regard to their ability or willingness to give adequate service.

Quantities of inferior lubricants have been thrown on the market at cut-rate bargain prices. Buying lubricating oil has been to the average motorist somewhat like buying a cat in a bag.

But that day is passing for any motorist who now exercises ordinary care and judgement. Such motorists on longer find it difficult to distinguish the reliable, responsible, experienced manufacturer who is in the business to stay, or the dealer who is prepared to give adequate service.

More and more, the wise motorist has come to look for the name, the standing and reputation of the lubricating oil manufacturer. Also to disregard alluring prices.

Year after year, a growing number of motorists find that the word of the Vacuum Oil Company is considered authoritative, and that Gargoyle Mobiloil is not only fairly priced but in many cases its price, considering the remarkable service it gives, is less than what it should be as compared with the service given by other brands of lubricating oil.

Let us send you the latest edition of our Correct Lubrication booklet. It contains much valuable information relative to the lubrication of your engine, transmission and differential.

VACUUM OIL CO.

MOTOR TRUCKS IN U.S.A.

Motor trucks on farms of the United States are estimated by the Department of Agriculture to supply 600,000,000 horsepower hours of power annually.

PLAY TEACHES SAFETY.

One of the largest theatres in Frankfurt-on-Main, Germany, is presenting safety plays to instruct motorists and pedestrians concerning traffic laws. Free performances are given six times a day.

CANBERRA'S NEED.

British 'Buses for Australian Capital.

We have all read of the wonderful capital the Federal Government of Australia is building at Canberra. It is now really a city, such good progress has been made, and although its population is not yet very great, this new city—like all other cities in the world—requires transport for its inhabitants if living conditions are to be made pleasant and more convenient.

It is interesting to record that a few weeks ago the first 'buses purchased by the Federal Government for its capital were handed over to the Federal Capital Commission.

Early on, the Commission gave serious thought to the transport within the Federal territory, and the chassis chosen were at that time known as the A. E. C. "Renown" type (more familiarly known now as the Associated Daimler Model "413"), supplied by The Associated Daimler Company, Ltd., Walthamstow, London, England. This type was finally decided upon as it was thought that a fast and light type single-deck 'bus was required; ample power was also necessary, as, although the Federal city has many miles of excellent roads, later the services might be extended further into Federal territory where roads are not so good and the country more hilly.

The 'buses have a seating capacity for 29, exclusive of driver, who is seated beside the engine in a separate cab. The upholstery is carried out in moquette of a very pleasing design. There are two entrances on the nearside, and electric lighting is fitted.

An interesting feature is the method adopted to ensure ample ventilation. Each alternate window is constructed so that it can be fully opened; this is obtained by the simple expedient of making the window in two portions, the bottom one of which can be lifted right out, and the upper portion is hinged at the top and can be fastened into the roof.

The body is finished off outside with "Carmeloid," a British made nitro-cellulose preparation, a special feature of this finish being that the surface cannot be scratched; no matter how muddy or dusty the 'bus may be, the surface can be cleaned with a dry cloth.

The panels are maroon colour, whilst the window frames are in a pleasing buff, the whole effect being very smart.

The new 'buses are being put into service between the Station and the "Hotel Ainslie," and the route is seven miles long; this gives some idea of the extent of this new Federal city and what it will be in the future.

NEW SUPER-CHARGER.

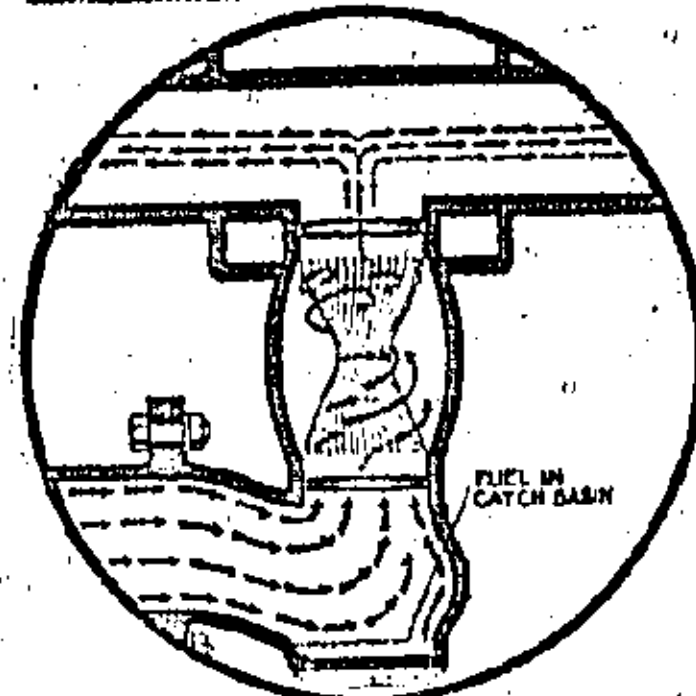
Secures Greater Engine Efficiency.

Racine, Wis., Feb. 10.—A simple and practical super-charger is now on the automobile market.

The apparatus is not a "super-charger" in the sense that pressure is used to convert fuel into a finely atomized and highly combustible mixture, but the results obtained are similar.

Mr. J. F. Batenburg, inventor of the super-charger, which he is manufacturing, says the device is applicable to automobile, aviation, marine and stationary engines.

"The real function of any super-charger," says Mr. Batenburg, "lies in breaking up the fuel more finely and in charging all cylinders evenly with a combustible and homogeneous mixture."



Mr. J. F. Batenburg, inventor of the super-charger device shown in the diagram below.

"The super-charger refines the output of the carburetor, checks the flow of raw fuel to the walls of the intake manifold, makes starting easier, affords better acceleration, produces better fuel economy, makes engines more flexible and increases all-round performance as a result of the better mixture characteristics."

There are no moving parts to the device. The super-charger or mixer acts as a safety check in preventing passage of raw fuel unmixed with air.

The liquid is taken off the walls of the manifold, mixed with air, the resultant mixture reversed and thrown back as into the center of the air stream.

A "catch basin" saves much of the fuel that is ordinarily wasted. Superfluous fuel not immediately needed by the engine is trapped in the basin where it is available at once for rapid acceleration.

The results from the use of this device most quickly noticed are easier starting in cold weather, better acceleration, better fuel mileage, elimination to a great extent of "crankcase" oil dilution and better general engine performance.

THE TRAFFIC VETERANS.

42 Years in London Traffic.

London's traffic must not be so perilous as it looks—or perhaps it is better to take an active part in the traffic than to watch or flee from it?

These recollections are compelled by the official announcement that nine men employed by the L.G.O.C. boast a total of 375 years' service with the company. The men, who for almost 42 years each have nearly all been active participants in the maelstrom of London traffic, are: Lovett, inspector, joined 1884. Davis, inspector, joined 1884. Netley, driver, joined 1888. Clifford, driver, joined 1886. Haines, conductor, joined 1886. Smith, conductor, joined 1888. Birch, general hand, 1880. Baggot, mechanical general hand, 1886. Barnaschina, depot cashier, joined 1884.

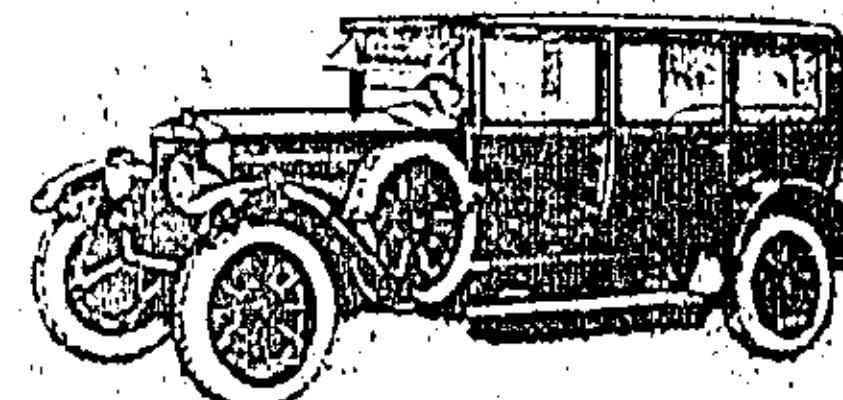
Mr. Baggot was the driver of the last horse 'bus which left London Bridge on October 25, 1911.

FIAT

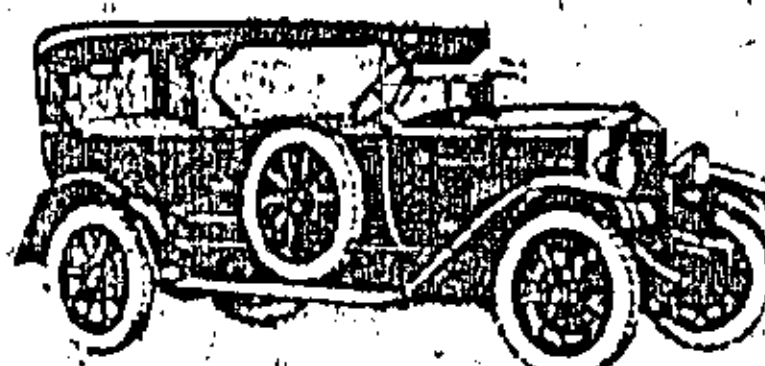
Deferred Plan of Payment
30% down
Balance by arrangement.

Deferred Plan of Payment
30% down
Balance by arrangement.

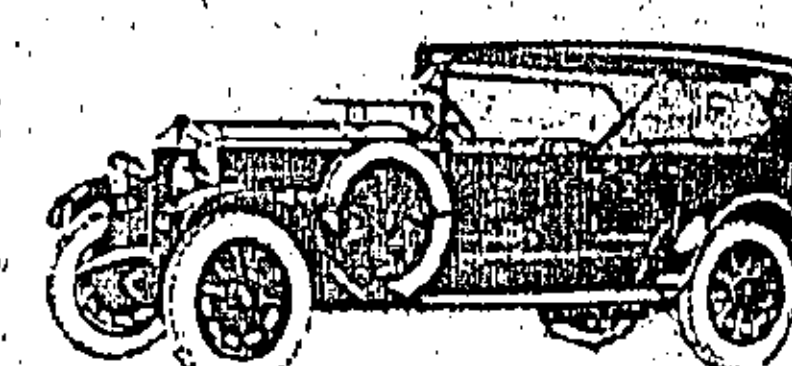
FOR EVERY CATEGORY OF SERVICE



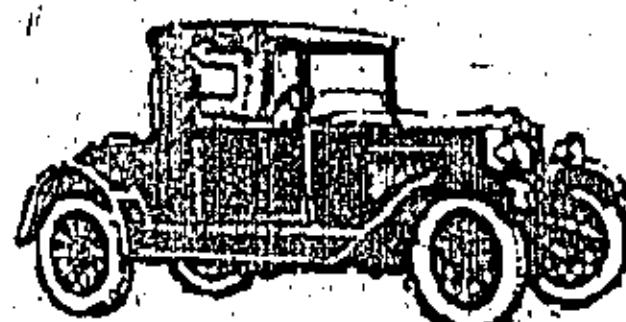
519. 40 H.P.
THE HIGH-CLASS CAR



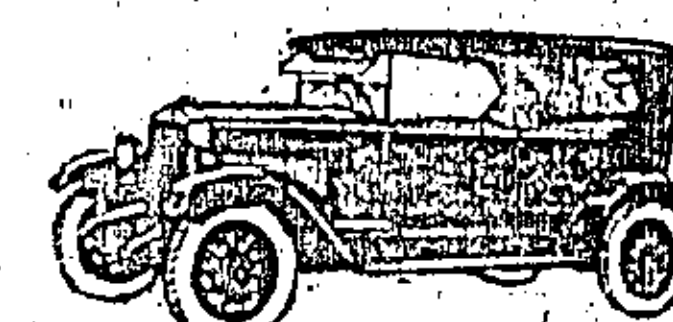
507. 15-20 H.P.



512. 20-30 H.P.



509. 9 H.P.



503. 12 H.P.

The Cars of
HIGH POWER
5/7 Seaters

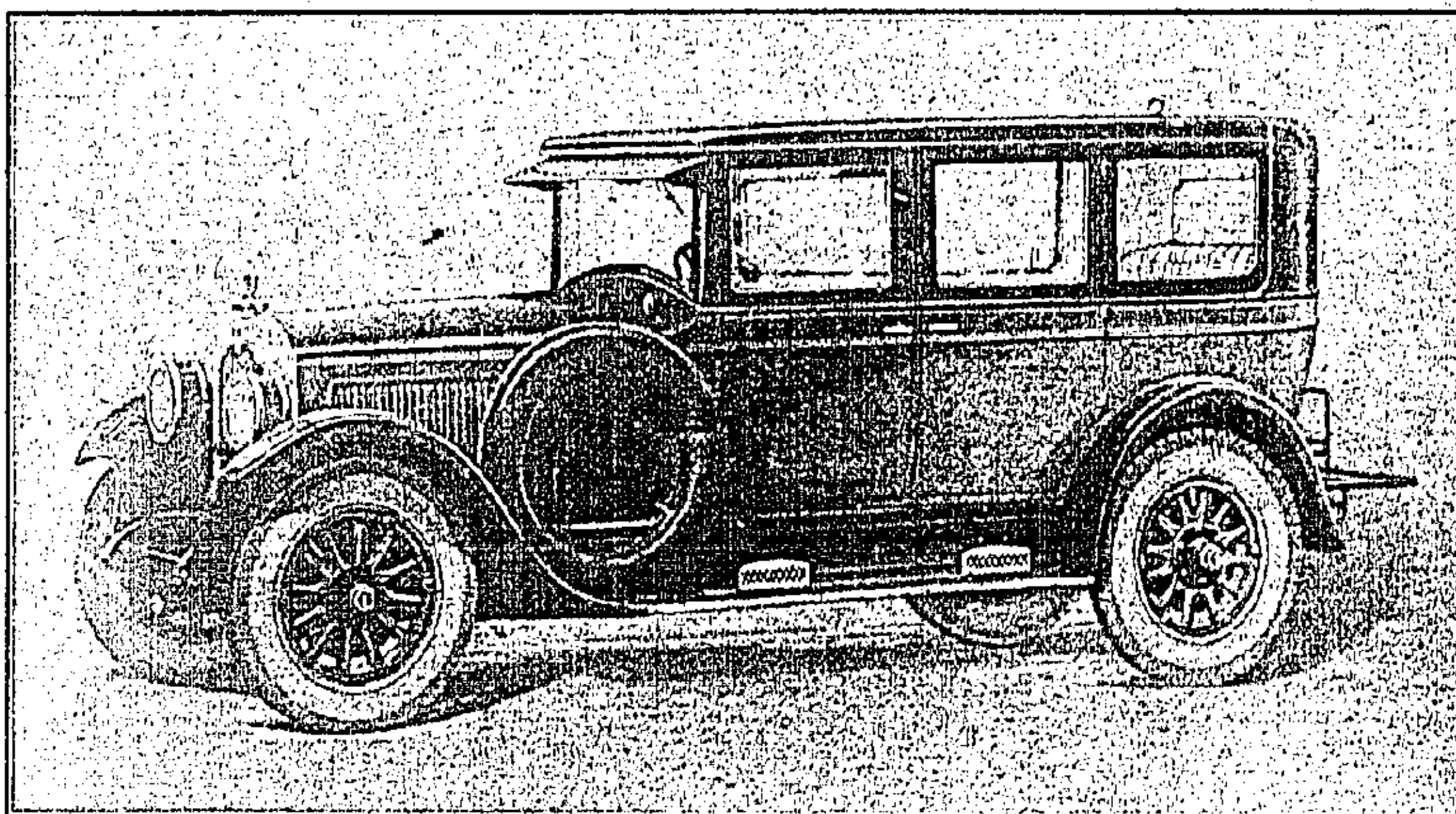
The Cars of
HIGH UTILITY
4/5 Seaters

Sole Agents for Hongkong, Canton and Macao
SOC. ITALIANA. IMP. ESP. ESTREMO ORIENTE, LTD.,
Managers—A. GÖEKE & COMPANY.

TEL. C. 2221

China Building 3rd Floor.

TEL. C. 2221



Owning a Buick = = = Reflects good Taste

Style and distinction in your motor car are important to you. Buy a Buick!

Then your car will appeal to your sense of good taste. There is a youthful smartness in the profile of this famous motor car which never grows tiresome, no matter how many Buicks you see.

And you see Buicks wherever you go—bought by people who value finer performance as well as princely beauty. Buick to-day is a mechanical masterpiece, with an engine literally vibrationless beyond belief.

Buy a Buick! It is a car you will be proud to own, and delighted to drive.

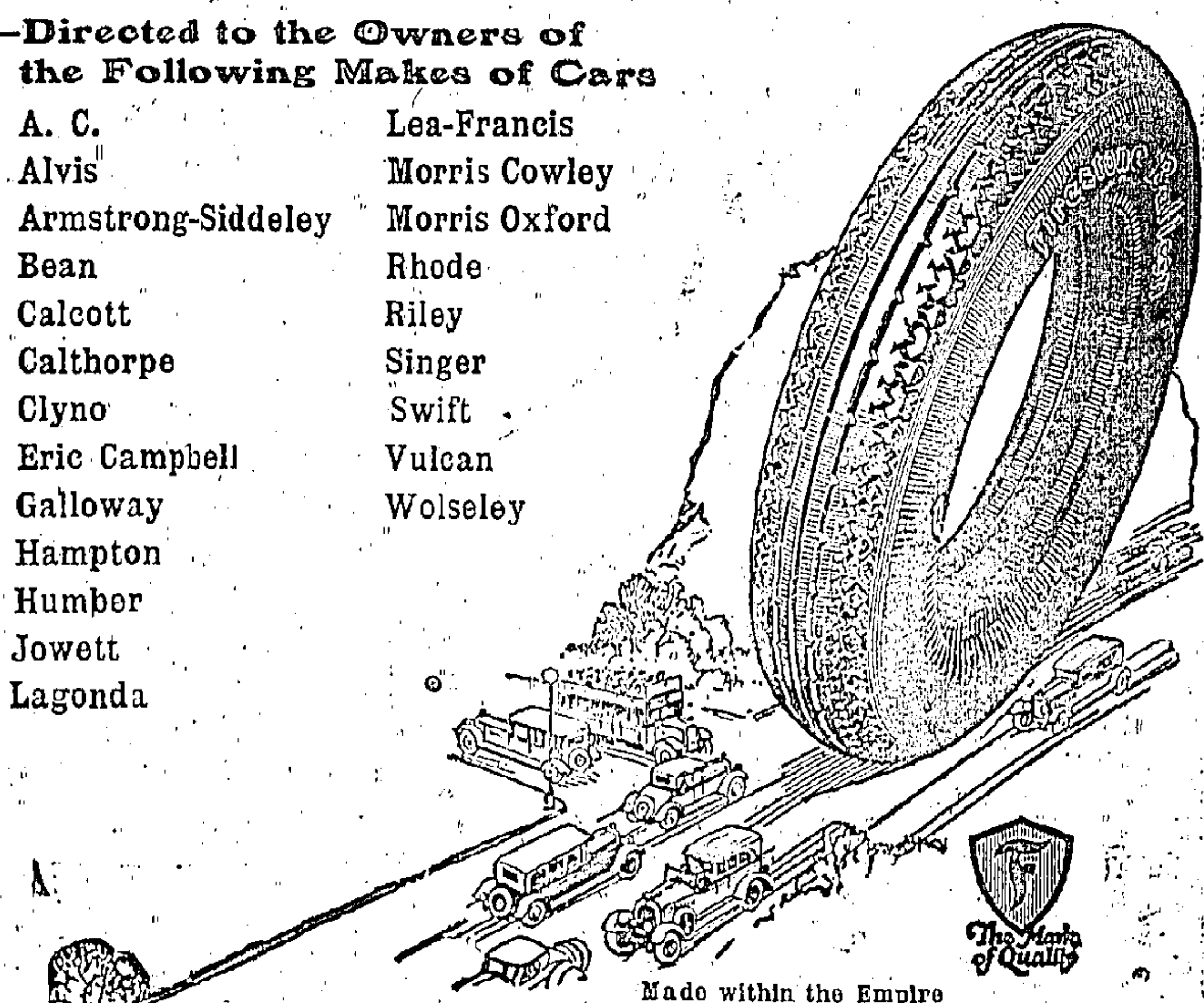
THE HONGKONG & KOWLOON TAXI CAB CO., LTD.
Sole Distributors for Hongkong and South China.

THE DRAGON MOTOR CAR COMPANY, LIMITED.
Authorised Sales and Service Station Happy Valley

AN ANNOUNCEMENT

Directed to the Owners of the Following Makes of Cars

A. C.	Lea-Francis
Alvis	Morris Cowley
Armstrong-Siddeley	Morris Oxford
Bean	Rhode
Calcott	Riley
Calthorpe	Singer
Clyno	Swift
Eric Campbell	Vulcan
Galloway	Wolseley
Hampton	
Humber	
Jowett	
Lagonda	



We are now supplying Firestone Full-Size Balloons, with the extra strength and durability given by the special Gum-Dipping process, to fit wheels with Well Base Rims.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
33, Wong Nei Chung Road, Happy Valley

Firestone

WELL BASE BALLOONS

A Privilege for YOU

Unless you live right "in the blue" you are within the "Territory" of a Morris Dealer.

That Dealer has contracted to give every Morris Owner in his territory Morris Service.

Thus you can be certain of

- (a) A progressive firm who knows that good service is good business;
- (b) Good stocks of spares;
- (c) Mechanics practised in Morris work.

within reasonable distance, the moment you are a Morris Owner.

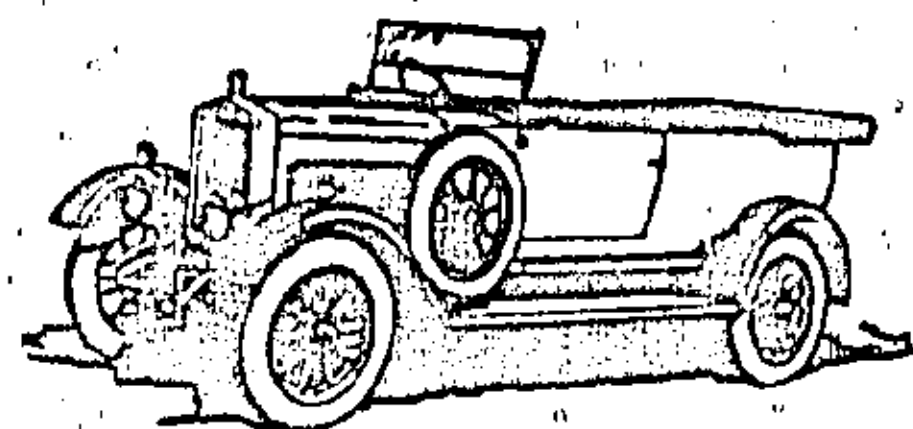
MORRIS

"the Wheel of the World"

from £190.

HONGKONG HOTEL GARAGE

(The Hongkong & Shanghai Hotels, Ltd.)
Car Sales and Phone Service | Phone
Accessories | C. 4759 and Parts | C. 4602



HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

HOW IS YOUR FIRE PROTECTION?

Presumably you carry a fire extinguisher on your car, but if not, you are taking unnecessary chances and are paying for your negligence in increased insurance rates.

AN ACCESSORY NOT OFTEN THOUGHT OF.

Have you inspected your extinguisher lately? If not, you should do so, as they sometimes develop leaks which allow the liquid gradually to escape and practical jokers have also been known to playfully empty an extinguisher and return it to its place leaving its owner unconscious of his lack of fire protection. The serviceability of an extinguisher can be tested by discharging its contents into a receptacle and then pouring it back. Such a try-out familiarizes one with detaching it from its support and with operating it and constitutes a valuable "fire drill."

EDUCATING THE FAMILY.

Do the other people who drive your car know where the extinguisher is to be found, how to put it into action and how to attack a fire in the most effective manner? If not they should be fully instructed in these particulars.

KEEP YOUR EXTINGUISHER HANDY.

Is your extinguisher carried in the most accessible place? It should be, for every second counts, when a gasoline fire starts. If you are unfortunate enough to have your car take fire, don't be afraid to fight it vigorously and you will probably win out.

PLUG FOULS PERSISTENTLY.

Question:—The third cylinder of my six-engine fouls its spark-plug, although I have had all the cylinder-bores re-

ground and new pistons and rings fitted and had still another set of rings installed in this particular cylinder. The crankcase oil thins rapidly. What is wrong with this cylinder?

Answer:—If the plug becomes fouled with oil and the rings are really well fitted, you may find that the connecting-rod bearing bushing in this cylinder has too much clearance with its crank-pin, thus allowing such an excess of oil to escape there and splash on the cylinder walls, that the rings cannot wipe it down effectively. If the fouling appears to be due to unevaporized gasoline, you may find that the manifold gives unequal charge distribution to the several cylinders, for some reason making the mixture in No. 3 overrich. An air-leak into some other part of the intake manifold sometimes calls for so rich a carburetor adjustment that the mixture in one cylinder must be very "fat" in order that the other cylinders may receive ignitable charges.

LAYING-UP DIRECTIONS.

Question:—I want to put my sedan away for the winter. Please tell me in detail just what to do with it so that it will be all right until next April.

Answer:—Drain the engine lubricating system and refill it with fresh oil. Pour a couple of ounces of oil into each cylinder through the spark-plug hole. Draw every drop of water out of the cooling system including the radiator, pump-housing and water-jackets. Block the clutch-pedal so that it will stay at its extreme forward position. Remove the battery and take it to a battery service station for storage. Securely jack all four wheels clear of the floor. Lightly coat all exposed bright parts of the car with vasoline. Protect the

PACKARD OIL PUMPS.

Feature of Engine.

A novel feature of both the Packard Six and Eight engines is the arrangement of the oil pump, which, with the filter, is located at the lowest part of the crankcase. The bottom portion of the pump forms an inverted chamber over the well. For lubricating oil to enter the pump it must first enter the well around the bottom of the skirt and then pass upward through the screen before it reaches the inlet. That is designed to remove water which might collect in the well after the engine has stood overnight. The small quantity of water moves upward, reaches some of the heated surface and is vaporized.

body and hood with a dust excluding cloth cover.

OIL PRESSURE QUERY.

Question:—The oil-gauge of my car shows only two pounds pressure, after the oil gets warm. If I stretch the spring in the by-pass check-valve it shows higher gauge-pressure, but does this mean higher pressure on the entire line and better lubrication?

Answer:—This is a circulating splash system, in which the pump delivers jets of oil from nozzles in the delivery pipe, to pockets over the main bearings and splash troughs under the connecting-rod, and there is no pressure acting on the oil, at lubrication points. So long as these pockets are kept full of oil—which they will be so long as the pump is delivering it—good circulation of lubricant is assured. The gauge is in no sense a measuring instrument, but merely an indicator to show that the pump is moving oil against the resistance of the spring check valve and the friction of the piping. As long as your pump shows any pressure at all, there is no occasion for worry and there is nothing to be gained by increasing the strength of the spring in the by-pass valve.

AVIATION.

Recent Long-Distance Flights.

It is significant as showing the reputation of the Napier engine in the British Royal Air Force, that during the last few months three long-distance flights have been carried out at Service aerodromes, and on each occasion the engines selected were Napiers.

The first was by 4 Fairey machines fitted with 450 h.p. Napier aero engines, and these machines went from Cairo to Cape Town and back to England without any mechanical trouble whatsoever without even a top overhaul—the total engine mileage was 56,000, and it was the first time that a flight of machines had essayed this difficult journey.

The next flight was that by 2 Supermarine "Southampton" flying boats, each fitted with two 450 h.p. Napier aero engines. These machines flew from Plymouth to Alexandria and back, a total engine mileage of 27,500. Again on this trip not the slightest trouble was experienced.

The third was carried out by 2 Vickers Victoria troop carriers, each fitted with 2 Napier engines. Flying from Cairo to Aden and back, the engine mileage totalled 18,000. Again no mechanical trouble was experienced.

Another achievement showing the astounding reliability of the Napier engine is that of a seaplane competition in Germany. This was to discover the best German Commercial seaplane, and out of 17 entrants, only three completed the strenuous trials. The machine to be awarded the first prize was the Heinkel, fitted with the only British Napier Lion Engine in the competition.

This machine has since obtained two World Seaplane Records. Carrying a load of 500 kilograms, an altitude of 31 miles was reached, whilst with a load of 1,000 kilograms a height of 22 miles was attained.

Such feats of reliability have placed the Napier engine in an unassailable position at the head of the aero engines in the world.

DODGE BROTHERS PASSENGER CARS.

Roadster	.....	G\$1,100
Special Roadster	.....	1,150
Rumble Seat Sport Roadster	.....	1,250
Touring (5-passenger)	.....	1,125
Special Touring (5-passenger)	.....	1,175
The Sport Touring (5)	.....	1,210
Touring (7-passenger)	.....	1,820
Special Touring (7)	.....	1,870
Coupe	.....	1,235
Special Coupe	.....	1,385
Sedan	.....	1,335
Special Sedan	.....	1,385
The De Luxe Sedan	.....	1,515

GRAHAM BROTHERS COMMERCIAL CARS.

Chassis only (¾ ton)	.....	G\$ 925
Chassis and Cab complete	.....	1,055
Express Body Truck complete	.....	1,340
Canopy Body Truck complete	.....	1,365
Screen Side Canopy Truck	.....	1,380
Panel Side Canopy Truck	.....	1,390

GRAHAM BROTHERS 1-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	.....	G\$1,100
Chassis with cab seat	.....	1,255
Chassis with complete cab	.....	1,320
Express Body Truck complete	.....	1,515
Canopy Body Truck complete	.....	1,560
Stake Body Truck complete	.....	1,595

GRAHAM BROTHERS 1-1/2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	.....	G\$1,640
Chassis with Cab Seat	.....	1,700
Chassis with complete cab	.....	1,770
Express Body Truck complete	.....	2,020
Stake Body Truck complete	.....	2,080

GRAHAM BROTHERS 2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	.....	G\$1,760
Chassis with cab seat	.....	1,815
Chassis with complete cab	.....	1,895
Farm Body Truck complete	.....	2,200
Stake Body Truck complete	.....	2,200
Hydraulic Hoist Dump Body Truck complete 1-1/2 cubic yard capacity	.....	2,560

ESSEX SUPER SIX MOTOR CARS.

Touring	.....	G\$1,200
Coach (2-door)	.....	1,250
Sedan (4-door)	.....	1,300

HUDSON SUPER SIX MOTOR CARS.

Touring (7-passenger)	.....	G\$1,600
Coach (6-passenger)	.....	1,950
Brougham (6-passenger)	.....	2,250
Sedan (6-passenger)	.....	2,440
Sedan (7-passenger)	.....	2,560

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 426).

Phaeton (5-passenger)	.....	G\$3,200
Roadster (Rumble seat)	.....	3,300
Sedan (5-passenger)	.....	3,530

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 433).

Touring (7-passenger)	.....	G\$3,410
Coupe (4-passenger)	.....	3,440
Club Sedan (5-passenger)	.....	3,780
Sedan (7-passenger)	.....	3,870
Sedan Limousine (7-passenger)	.....	3,870

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 336).

Phaeton (5-passenger)	.....	G\$4,400
Roadster (Rumble Seat)	.....	4,500
Sedan (5-passenger)	.....	5,500

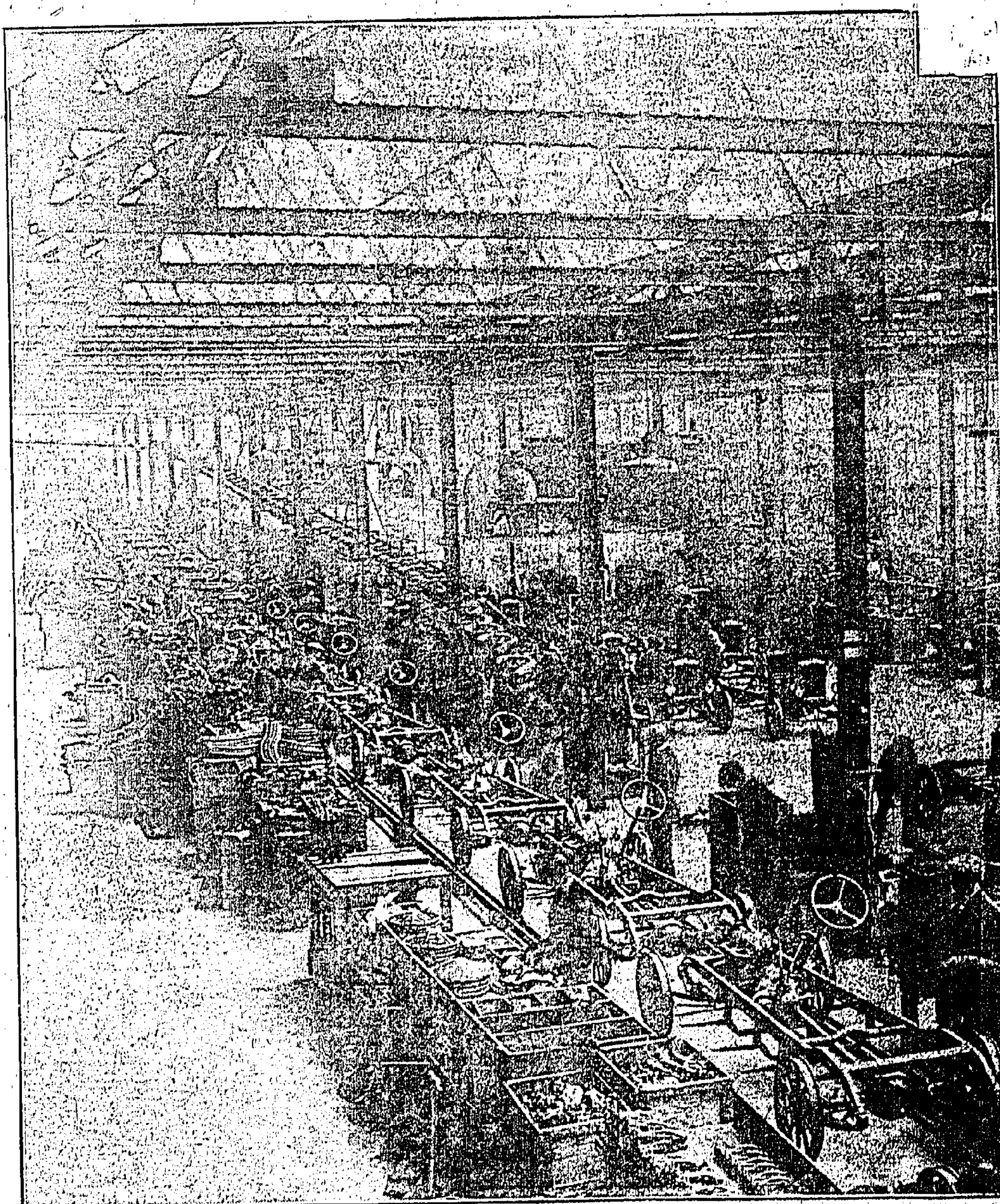
PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 343).

Touring (7-passenger)	.....	G\$4,660
Coupe (4-passenger)	.....	5,640
Club Sedan (5-passenger)	.....	5,780
Sedan (7-passenger)	.....	5,900
Sedan Limousine (7-passenger)	.....	6,000

The above prices are in U.S. Currency and are for delivery ex garage, Hongkong. All prices subject to change without notice.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1246 or 1247.
88 Wong Nei Chung Road,
Happy Valley.

PROGRESS OF BRITISH AUTOMOBILE INDUSTRY.



The chassis assembling shop of the Morris motor-car works at Cowley, Oxford, where some 200 cars are being constructed daily. It was announced recently that Mr. W. R. Morris had purchased the Wolseley motor-car business. (Times copyright.)

Prest-O-Lite

Batteries designed for your car—Stocks
Carried for your convenience.



VOLTS	AMP. HOUR CAPACITY AT 5 AMPS	TYPE	CASE	Dimensions in inches L. x W. x H.	PRICE EACH	REPLACEMENT GROUP
6	15	3 MR	RUBBER	4 1/2 x 5 1/2 x 6 1/2	\$17	CYC
6	20	611 RHK	DO	6 1/2 x 6 1/2 x 9 1/2	\$30	
6	25	A-613 JF	DO	DO	\$35	
6	32	A-611 SH	RUBBER	9 1/2 x 7 1/2 x 9 1/2	\$30	1
6	40	A-613 JF	DO	10 1/2 x 7 1/2 x 9 1/2	\$35	2
6	50	A-613 SH	DO	10 1/2 x 7 1/2 x 9 1/2	\$40	3
6	60	A-613 SH	WOOD	11 1/2 x 7 1/2 x 9 1/2	\$70	4
6	75	A-613 SH	RUBBER	10 1/2 x 5 1/2 x 9 1/2	\$70	OAC
6	100	A-617 SH	DO	13 1/2 x 7 1/2 x 9 1/2	\$80	
12	50	A-127 SH	WOOD	12 1/2 x 7 1/2 x 9 1/2	\$65	7N
12	60	1211 AHS	DO	17 1/2 x 5 1/2 x 10 1/2	\$75	
12	80	1211 SHK	DO	17 1/2 x 7 1/2 x 9 1/2	\$95	1

GROUP No.

- 1 Studebaker Light & Std Sixes, Roamer, Nash, Gardner, &c.
- 2 Studebaker Big & Spec. Sixes, Rap, Pierce-Arrow, Packard 6, Chrysler &c.
- 3 Case, Cole, Cunningham, Franklin, GMT, Oldsmobile, &c.
- 4 Auburn 4, Buick Std, Chevrolet Cleveland, Essex, Ford, Overland, &c.
- 5 Auburn 6, Buick M, Chandler, Hudson, Jordan 8, Oakland, Tem, &c.
- 6 Hupmobile, Marmon, Packard 8, Paige, R & V-Knight, Willys Knight &c.
- 7 Dodge, Gardner 8, Graham Bros Truck, Franklin 22, &c.
- 8 Locomobile, Mack Truck, Stearns, Rolls & White
- 9 Old Special Cadillac Battery
- 10 Cye Motor Cycle Battery—Harley Davidson, Indian, Henderson, &c.
- 11 M/C MORRIS replacement Battery.

Prest-O-Lite

HONGKONG HOTEL GARAGE

(THE HONGKONG & SHANGHAI HOTELS, LTD.)

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MOTOR-CYCLE TOUR.

B.S.A. Round the World.

The latest advice received from the adventurous pair who have set out to encircle the world on B.S.A. Motor Bicycles, state that these riders, Messrs. Cathrick and Castley, are carrying on despite having encountered tremendous difficulties in the shape of indescribably bad road conditions, although they say their mounts have not yet caused them a moment's anxiety.

Some idea of the difficulties encountered may be gained from the knowledge that, when passing through Asia from Constantinople to Aleppo, the weather broke, and the "roads" were so bad that the machines stuck several times in the mud, when the riders had to labour furiously, sometimes unaided and at others assisted by the natives with bullocks or horses, to free them.

Messrs. Cathrick and Castley reached Haifa, Palestine, early in December, where they conceived the idea of crossing the Sinai Desert en route from Jerusalem to Cairo, via Suez. This desert is a trackless waste which has never before been crossed by a motor cycle. A later advice informs us that they have successfully negotiated the desert—a unique performance.

Keen interest is being displayed in the riders and their machines at all towns through which they pass—and it is hoped that the second stage of their journey, across India, will prove as successful as the first.

SEA SCOUTS.

600 Miles in a Motor Boat.

The cheery Boy Scout is so universally popular that his brother, the Sea Scout, should be better known to the public. That this splendid movement is appreciated by those who know is shown, however, by the generous gifts of boats and marine motors recorded from time to time. For instance, a year or so ago Major Younger presented to the Portsmouth Sea Scouts his motor yacht "Cawarra," and recently Mr. E. W. Walford, of Coventry, presented to the Hamble Sea Scouts the motor boat "Eol." She is 25 ft. long and is fitted with one of the 10-14 h.p. four-cylinder Kid Marine motors made by the Ailsa Craig Motor Co., of Chiswick, London. Last year the Scouts had a very successful season with her—covering some 600 miles.

Provided that the engine in such a boat is in every way up to date and efficient like the Ailsa Craig Kid, there is no finer way of giving Sea Scouts practical instruction in seamanship and at the same time enabling them to gain valuable knowledge on the mechanical side of seafaring. In this the Hamble Sea Scouts are particularly fortunate with their engine for it is one that embodies all the latest principles, being similar in design to the wonderful engines used by the Royal National Lifeboat Institution.

ARMoured CARS.

A Novel Adaptation.

A traveller visiting Shanghai some time ago was rather surprised to see two extraordinary looking motor vehicles, which on closer examination turned out to be a pair of 2-ton Albion chassis which had been purchased by the Voluntary Defence Force, Shanghai, and converted into armoured cars. A revolving turret had been erected behind and above the driver's cab, and this accommodated machine guns and small search lights. The radiator, bonnet and the whole of the chassis, with the exception of the wheels, had been protected by plating, and this had been cleverly arranged in such a way that the radiator could still get a good supply of air. These machines have doubtless been rendering yeoman service during the recent trouble.

CHEAP MOTORING.

A Glut of Secondhand Cars.

In Great Britain at the moment there exists a glut of secondhand cars which is causing considerable concern to the trade. The really well-made British car such as the Rolls-Royce, Daimler, Sunbeam or Star, is almost indestructible, and even when advanced in age possesses a verandancy and vim that is most appealing to the connoisseur.

The owners of such cars often yield to the fascination of modern coachwork lines and to the utility of new mechanical devices such as four-wheel brakes, and purchase anew. But their old models show a distinct inclination to go on for ever, and when refreshed by new paint and tyres offer a serious rivalry to the modern cheap car. A study of

the secondhand columns of the great British motor journals gives a faint indication of a situation which becomes more difficult every day.

There are, of course, those who refuse to part with their old and trusted cars. The editor of a London weekly, for instance, possesses a sixteen-year-old Star landaulet which has made its daily run to town, and its week-end jaunt, with a regularity that is almost proverbial. When involved in a somewhat serious accident lately, owing to the vagaries of a sidecar, his family conducted an ardent campaign for a vehicle of a more modern appearance as an outcome. But entirely in vain.

To-day, that ancient but free-running Star is still to be seen in the neighbourhood of Covent Garden. It has established a friendship between man and machine that almost rivals the affectionate comradeship which so often exists between man and horse.

NEW A.A. Service.

Fog Flares for Motorists.

For some time past the Automobile Association has conducted experiments with a view of assisting motorists when road junctions are invisible owing to dense fog. At 50 points where A.A. roadside telephone boxes are erected, and where difficulty is encountered, permanent arrangements have been made so that immediately a dangerous fog occurs, the A.A. road patrols at those points will light flares, keep them in operation throughout the day, and, if necessary, after dark, until ordinary traffic ceases.

A number of these A.A. fog flares were used during the recent foggy period in England, and were much appreciated by road users.

STRANGE CATCH.

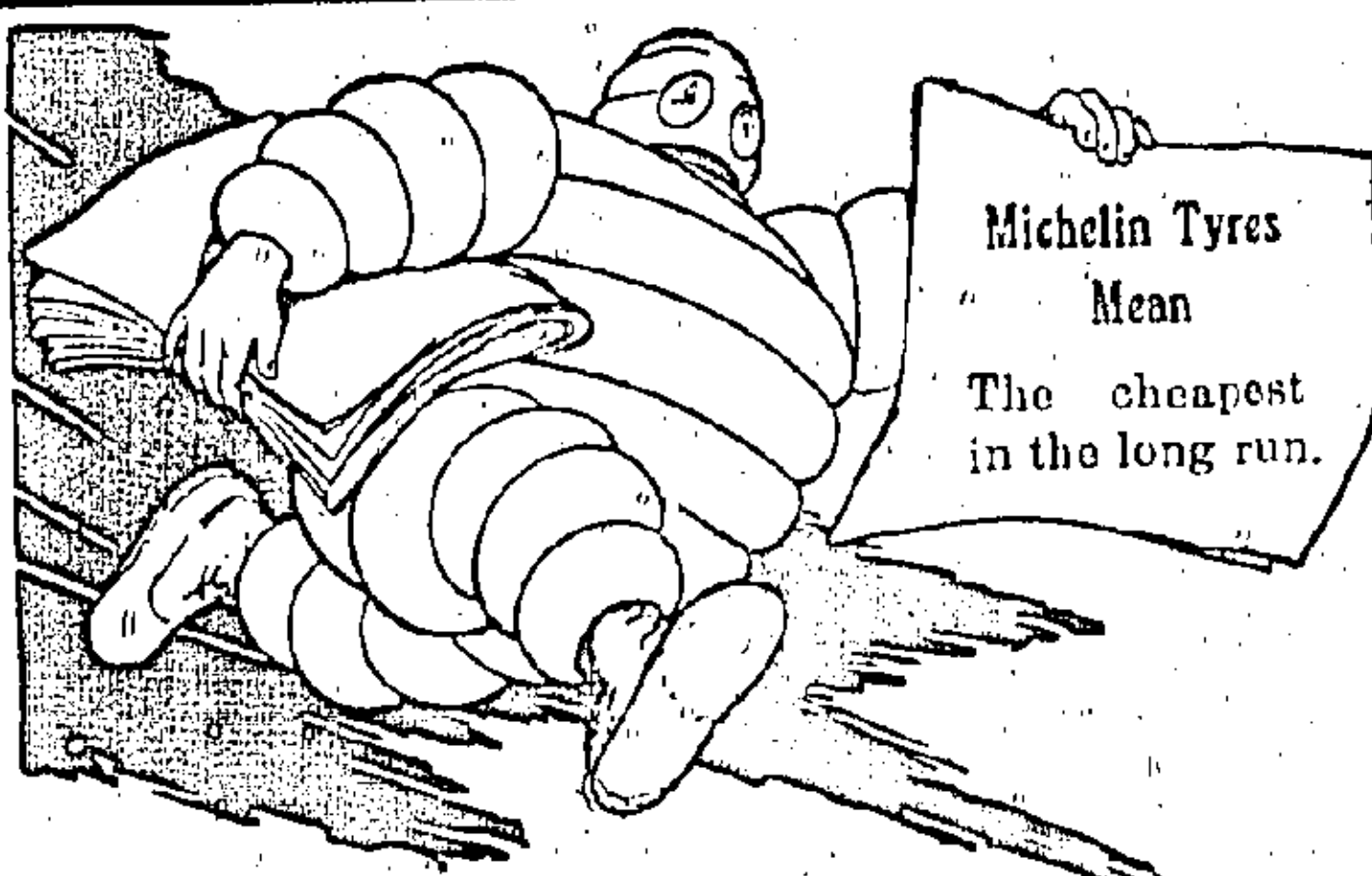
Motor Lorries in Trawler's Net.

The skipper and crew of a fishing trawler in the North Sea had a strenuous time recently, when they landed an unusually heavy catch in the shape of two motor lorries.

The vehicles had evidently been on board a ship sunk during the war, as they were barnacled and corroded as effects of their long sojourn out of their natural element. But—on further examination, it was found that the gears of one of the chassis, an A.E.C., were entirely unaffected, owing to the watertight gear-box of this famous make of heavy commercial vehicle chassis.

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INSURANCE CO. LTD.
COMPREHENSIVE POLICIES WITH
UNLIMITED THIRD PARTY COVER.

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MODERN OILS FOR MODERN MOTORS

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What do You Want

That A Ford Can't Give You?

Primarily you want a motor car because of the convenience and pleasure it gives you. You want a car that will always be ready to go when you are. You want one that is easy to operate and not difficult to drive in crowded traffic. You want it to be comfortable.

A Ford can give you all these at the lowest first cost and with a cost of upkeep much smaller than that of other cars. What do you want in a motor car that a Ford can't give you?

RUNABOUT

Price with balloon tyres
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Delivered in Kowloon

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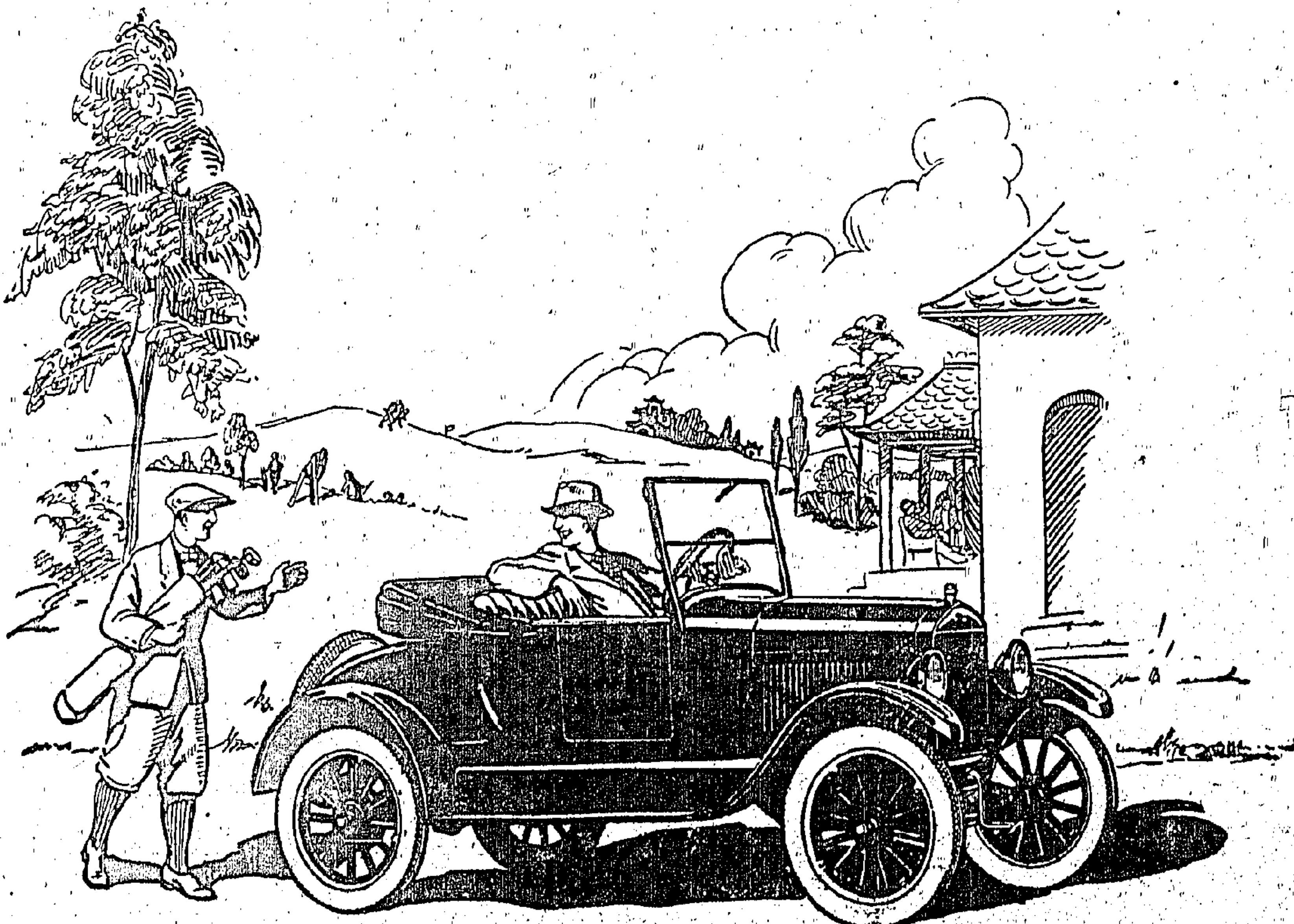
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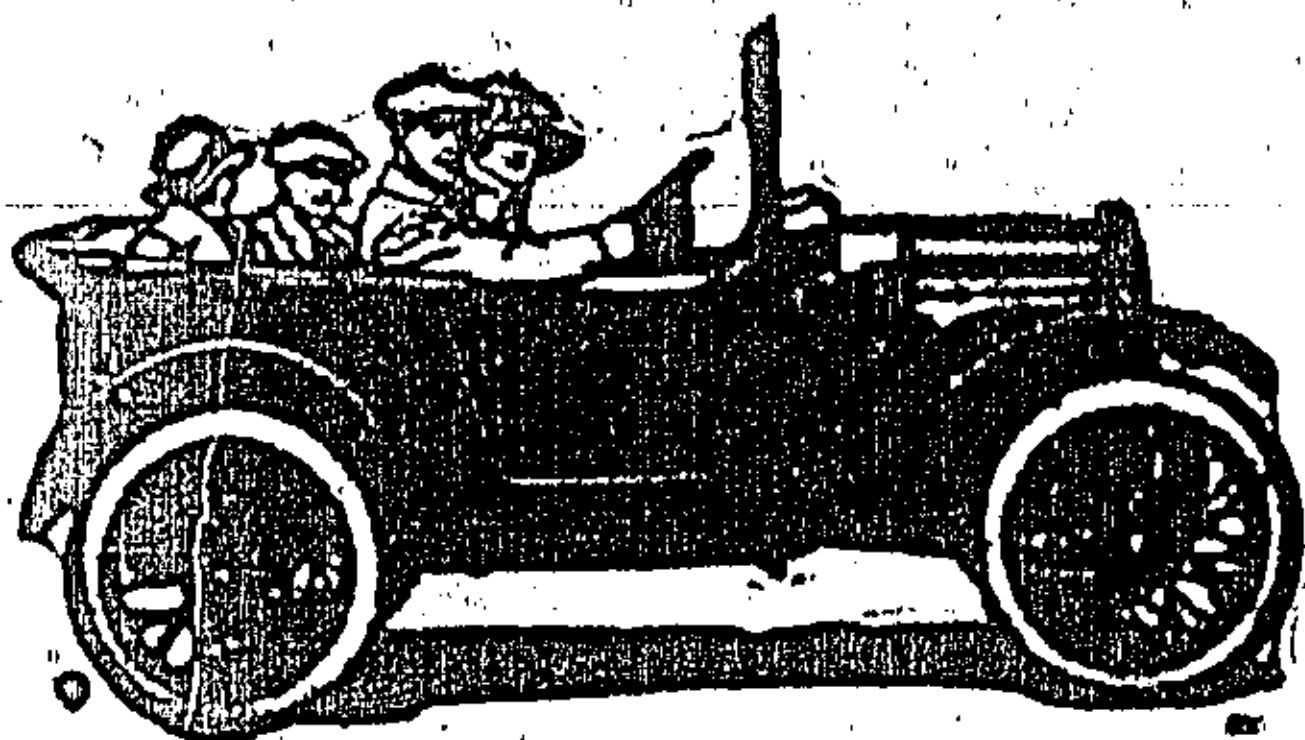
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STOP — LOOK — LISTEN TIMES — HARD, MONEY TIGHT!

Why throw away money on big car upkeep when the Austin "7" will do the same job for a cent a mile? It will take you there and bring you back. There is just as much pride in an Austin "7" as there is in a Rolls Royce.



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The Easiest of Deferred Terms arranged to suit your Individual Pocket.

Stocks Carried

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The Kowloon Motor Car and Cycle Exchange Co.
KOWLOON.

B. S. A.

1927 MODEL

O.H.V. 3.49 H.P.

MOTOR CYCLES

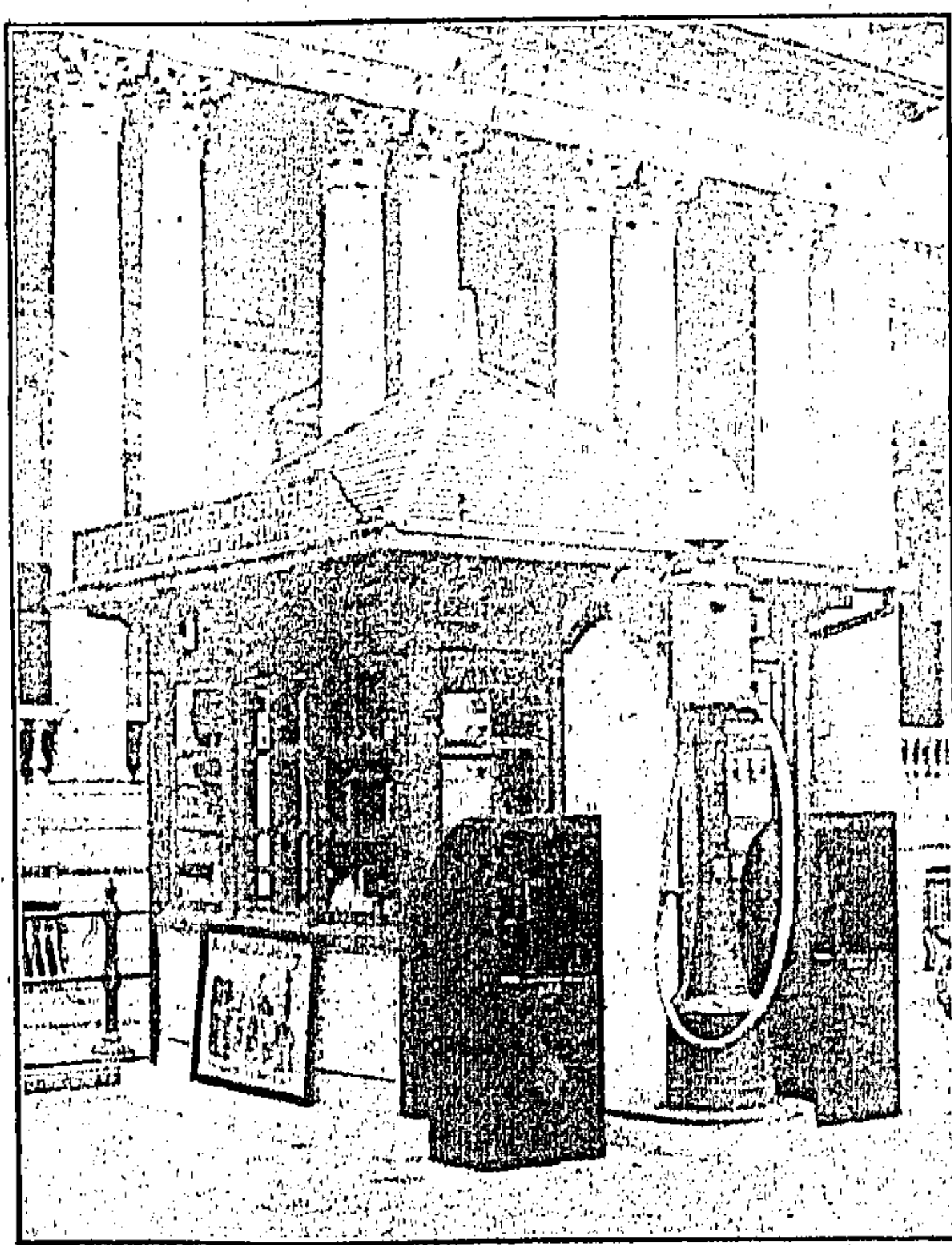
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ADVANCEMENT
IN B.S.A. RANGE

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MORRIS ACTIVITIES.

Overseas Trade Growing.

The 15.9 h.p. Morris-Oxford Car is firmly establishing itself in the world's markets in spite of the fact that it is but a recent production. Already Messrs. Morris Motors (1926) Ltd., have been favoured with an extensive order from the Buenos Ayres Great Southern Railway, who have recently accepted their tender for 15.9 h.p. Morris-Oxford Cars and Morris-Commercial Six-Wheeled Trucks in the face of strong American competition. Additional proof of the capabilities of this car is furnished by the results of a recent extended trial. Prior to putting 10,000 of these cars into production a final mid-winter test was carried out in the Scottish Highlands with a load of three passengers and a large quantity of luggage, during the course of which the car was driven over the worst gradients and roads of Scotland. In two days the car reached Perth from Oxford, the greater portion of the second day being spent on the ferry in the middle of the Moray Firth in the rescue of a naval drifter which had broken its steering gear.

On the following day the car attempted the Spital of Gleneshie without chains, rounded the Devil's Elbow and then ran into a series of snowdrifts, some feet deep and about fifteen yards long. This necessitated the use of chains, by whose help repeated charges were made on the obstruction in low gear, but without avail. By utilising the floor boards as shovels for some two hours and brutally mishandling the car, by repeatedly letting in the clutch with a jerk with the engine on full throttle, the obstacle was eventually surmounted. A car which will stand such drastic treatment should be capable of resisting any shocks to which it is likely to be put anywhere in the world.

The next day the Cockbridge Ladder—Tomintoul Road to Grantown, and Inverness was traversed, Fort Augustus being reached by night. Glasgow, the next day's objective, was reached by way of Kinloch, Rannoch and Glen Lyon.

The supreme test was the run from Glasgow to Oxford, 382 miles, which was accomplished in one day, well within twelve hours.

The car emerged from this severe test with flying colours and goes immediately into production. Its reception overseas should be most cordial.

NEW MORRIS MODEL FOR OVERSEAS.

To further meet the demands of the overseas buyer, Messrs. Morris Motors (1926) Ltd., have also produced a wide track 14/28 h.p. Morris-Oxford model. It has been realised that for certain road conditions a car with a 56 in. track has many unquestionable advantages, and in order to give overseas owners the opportunity of purchasing a car which will meet their particular requirements, Messrs. Morris Motors (1926) Ltd., have now standardised this wide-track 14/28 h.p. Morris-Oxford Chassis.

In addition to the increased track, other modifications have been made which render this model increasingly suitable for overseas conditions, the chief of these being the fitting of an all brake gear on the front axle above the axle beam instead of below it, as heretofore. The gear ratio has been reduced to 5 to 1, which will render the car still more suitable for negotiating difficult road conditions and, to give greater ground clearance than normally provided, 29 in. Dunlop reinforced cord balloon tyres are fitted. With the foregoing exceptions, this wide-track Morris-Oxford model follows, in general specification and details of construction, the standard 48 in. track chassis. The engine, transmission, pressed steel dash, etc., are exactly similar, and the equipment supplied is also the same. This car is being offered either in chassis form or complete with a 4-5 open body, having adjustable seats or with a capacious four-door saloon body.

The ever-increasing popularity and the reputation achieved by Morris cars in the world's markets is clearly indicated by the fact that in New South Wales it has achieved the distinction of its third largest sale in that province; the first two positions being held by Chevrolet and Ford respectively. The Morris is, therefore, the first British car seriously to attack American leadership in car sales overseas.

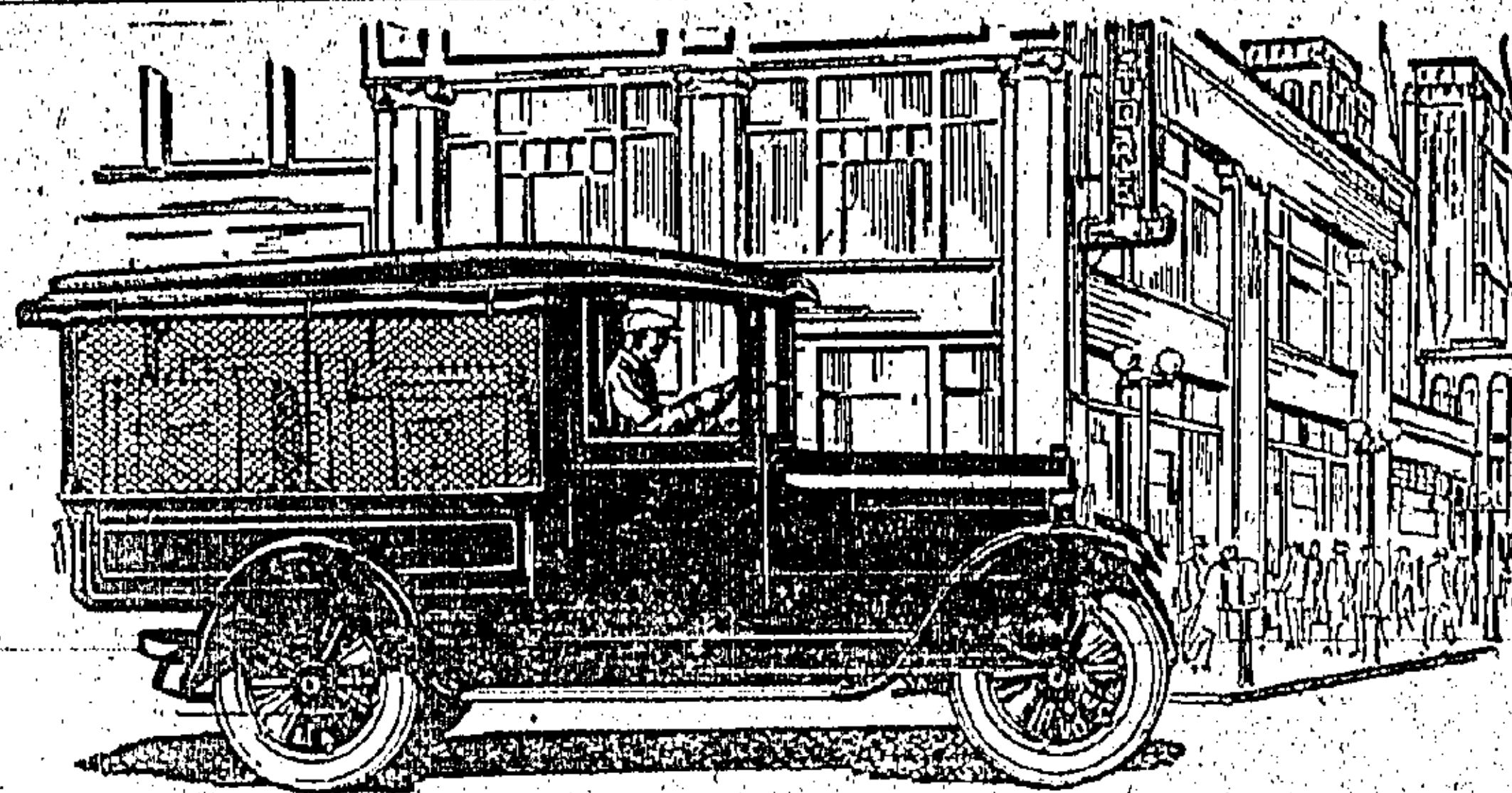
The Adelaide Electrical Supply Co. have, after exhaustive tests, purchased a number of Morris-Cowley cars for use, by their travellers. They reached this

decision on the consideration that the running cost of the Morris car is low, that its first cost is equally low and that its reputation for performance under the conditions existing in that district is very high. They have decided to standardise the Morris car for the use of their travellers. It is also of interest to note that the first two cars to be sold at the recently held Adelaide Royal Show were a de-luxe Morris-Cowley Roadster and a de-luxe Morris-Cowley Tourer by Messrs. Franklin Motor Co., the local Morris agents.

His excellency, the Administrator of the Bahamas, has taken with him a Morris-Cowley car for his personal use. This is the first British car to attack this market, and is handled by Messrs. Kollys, Ltd.

Messrs. Morris-Commercial Cars, Ltd., of Soho, Birmingham, are now producing a Six-Wheel Touring Car which is particularly adapted to negotiate excessively steep hills, soft ground or sand. It should prove invaluable for use on large estates, farms or in virgin country. The nucleus of this car is the Morris-Commercial Six-Wheel Truck power unit, transmission and axles, and upon these is mounted a touring body of orthodox type. The 15.9 h.p. engine has a bore of 85 m.m. and a stroke of 125 m.m., and drives a four-speed gear-box, mounted in unit construction with the engine, through a single disc clutch. Attached to the rear of the gear-box is an epicyclic reduction gear which in combination with the four-speed gear-box provides no less than eight forward gear ratios and two reverse. Final drive is by worm gear to each rear axle. All four driving wheels are equipped with twin tyres.

For the negotiation of extremely soft ground, a special chain track equipment is provided for the four driving wheels, which enables the car to traverse more difficult ground than would otherwise be possible.



An Investment Based on Soundness

No commercial investment is sounder than that offered by Dodge Brothers' Screen Commercial Car—as has been proved by its impressive twelve years' record.

One reason for this is the employment of tough and costly chrome vanadium steel wherever major strain is borne. The use of an unequalled number of drop forgings is another reason. Reinforced springs and a heavier deep

channel frame than is generally found on cars of its rated capacity, emphasize the value of the investment.

The results are seen in the car's notable performances and low service costs.

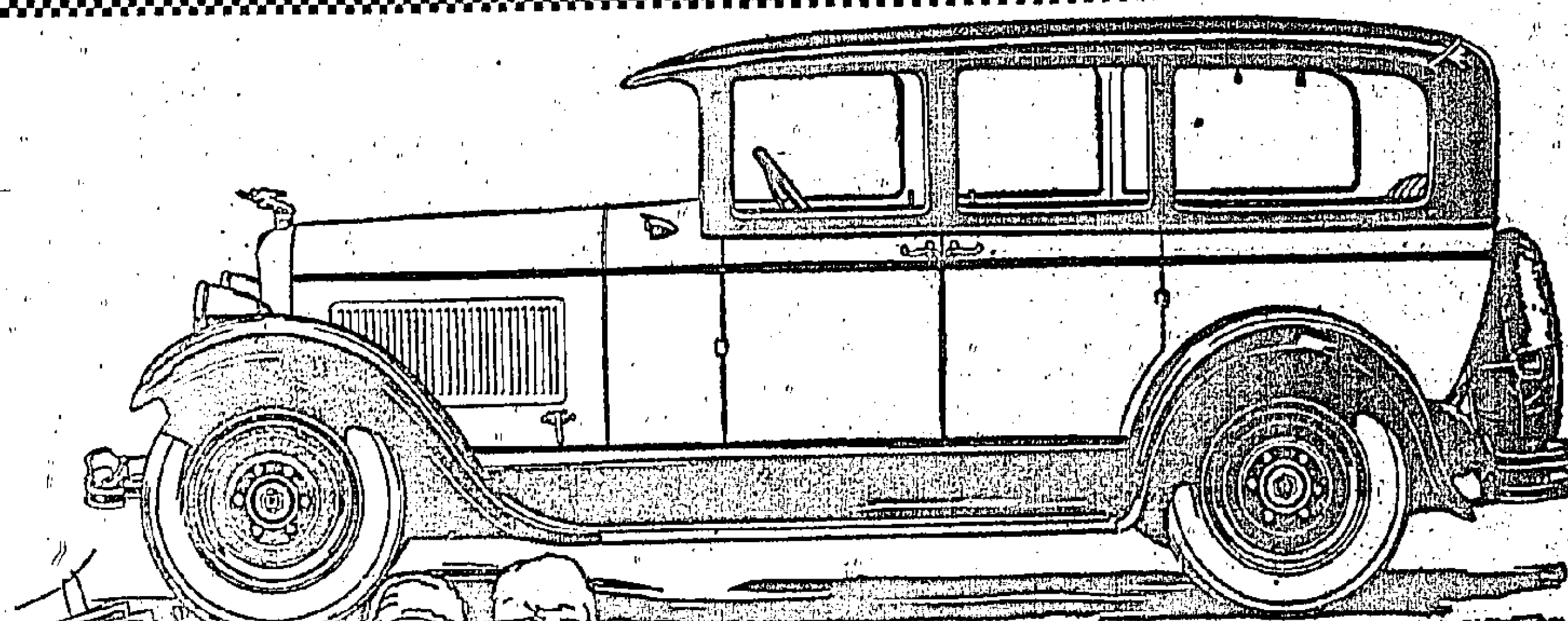
Screen Commercial Car, \$51,380; Touring Car \$51,125;
Special Touring Car \$51,175; Sedan, \$51,335

THE DRAGON MOTOR CAR CO., LTD.

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33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

DODGE BROTHERS COMMERCIAL CARS



THE PRESIDENT

*Wins Admiration for Itself
and Respect for its Owner*

THE President is a Studebaker Big Six De Luxe Sedan of outstanding beauty.

Aristocrat of the boulevard, it offers the distinction of a special-built car at a saving in cost possible only because of Studebaker's mammoth facilities.

The President has a low-swung steel body, finished in gleaming duotone lacquers. Inside, it is luxuriously appointed, with fine mohair or broadcloth upholstery, silvered hardware, silken curtains, broadlace trim, upholstered footrest, vanity case, smoking set, rear corner lamps and an automatic iridescent dome lamp.

From the silvered figure of Atalanta above its radiator—symbol of the silent, inexhaustible power of the Big Six L-head motor—to the graceful curves of its rear buffers, The President is a de luxe car in every sense. Come in and see it.

PRICES OF STUDEBAKER CARS

STANDARD SIX

Deluxe Sedan	\$51,710
Sport Roadster	1,485
Deluxe Victoria	1,700
Tourer	1,630
Berline	1,760

BIG SIX

Duplex Phaeton	\$51,735
President Sedan	2,675
Deluxe Brougham	2,050
Tourer	2,220
Berline	2,765

THE HONGKONG HOTEL GARAGE.

(The Hongkong & Shanghai Hotels, Ltd.)

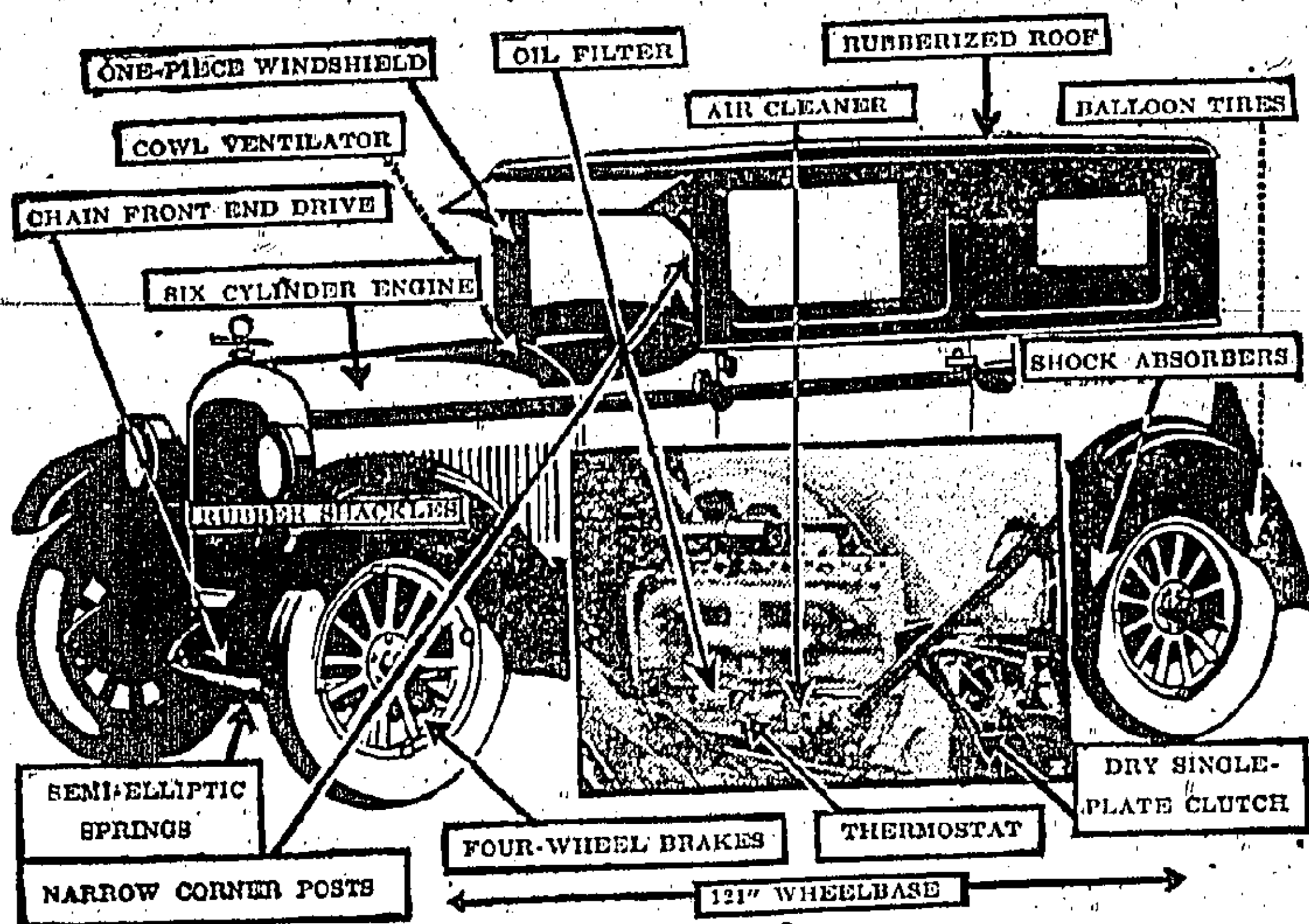
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STUDEBAKER

BUILDERS OF QUALITY

VEHICLES FOR 75 YEARS

IDEAL AMERICAN FAMILY AUTOMOBILE.



The ideal car for the American family will include the features shown here, according to Mr. Austin M. Wolf and other automobile engineers of New York.

New York, Feb. 19th.—Automotive engineers of New York have decided on the ideal, all-around car for the American family.

Their decision is the result of a questionnaire sent to the members of the metropolitan section of the Society of Automotive Engineers, a prize being offered to the member whose ideal car most closely approaches the majority choice.

Mr. Austin M. Wolf, consulting engineer and for years a close student of automotive trends, is the winner. Here is his conception of the ideal family car for America:

"The car for the average American family is a five-passenger sedan, powered with an economical, medium-sized high efficiency engine. It is geared for good acceleration and hill climbing ability, equipped with four-wheel brakes to cope with an

emergency, and sprung and tyred for maximum comfort.

"This comfort, coupled with ease of steering, beauty of body lines and colour, will appeal to the women of the family."

It's a Six.

The engine, according to Mr. Wolf, has 6 cylinders of the size in use to-day, with 3 point support. Warming and pitting of exhaust valves is avoided by use of silicon-chromium steel, the hardest obtainable.

Aluminum pistons are specified for rapid pickup, a chain front end drive for silence at this point, and a rugged, counter-balanced crankshaft to minimize torsional vibration.

A pressure oiling system is guarded by a distillator and filter, whereby crankcase oil dilution is minimized and all grit and abraded particles are kept out of the

system. The carburetor has an air cleaner to keep out road dust. For Greater Efficiency.

Thermostatic control maintains constant efficient temperature of the water, and provides rapid warming up when the engine is cold.

There are the regular attachments of vacuum fuel feed, water pump, Bendix starter and battery ignition, to complete the motive part of the car.

Coming to the driving end, Mr. Wolf specifies a dry single-plate clutch, and a three-speed gear set in unit with the engine. A clutch brake makes easy gear engagement possible.

A pressed steel frame is used and semi-elliptic springs, front and rear, are attached to it by rubber shackles. The wheelbase is 121 inches.

"An I-section axle supports the front end Hotchkiss drive is

specified for the spiral bevel-gear type rear axle. Universal joints are metallic."

Balloon tyres and four-wheel brakes are used on this car. The brakes are of the internal type, protected from road splash and dirt, and are mechanically actuated.

Rubber Silences Drumming.

One of the features of this automobile is the roof of rubber-coated fabric, to minimize drumming. Rubber mountings for the engine and rubber shackles for the springs also afford greater comfort and less squeaks in the car.

"The body framework is of metal and wood," Mr. Wolf continues. "A one-piece windshield and narrow corner posts give unobstructed driving vision. Other equipment includes shock absorbers, bumpers, windshield wiper, car heater, cowl ventilator, motor-meter, dash gasoline gauge, cigar lighter and locks fitted to the doors, gearset, ignition and spare tyre."

A. A. QUESTIONNAIRE.

Motor Legislation.

The Automobile Association has issued a Questionnaire to British motorists, asking for their views on certain matters concerning the use and ownership of motor cars and motor-cycles.

In the opinion of the Association, legislation to remedy the defects of the existing law is long overdue, and having regard to the importance of the questions at issue, it is considered desirable in this way to obtain the individual opinions of motorists throughout the country.

Among the questions upon which motorists' views are being solicited are:—

- The re-introduction of the Petrol Tax.
- The abolition of Speed Limits.
- The need for legislation to deal with "Joy Riding."
- The amendment of the Law re production of driving licences.
- The responsibilities of employers for licences held by paid drivers.
- The postponement of the operation of the suspension of driving licences where an appeal has been lodged.

Another feature of the Questionnaire is that every motorist is asked to give particulars of his car or motor-cycle with approximate mileage for the year ended September 30, 1926, together with his average fuel consumption in miles per gallon of motor spirit.

The replies received will be collated by a special staff and the results will, of course, be considered in connection with the action to be taken by the Association in relation to the revision of the existing law.

STATE MAY RULE BUSES.

A bill has been introduced in both houses of the Tennessee legislature providing for the establishment of a special commission to regulate state-wide operation of motor buses and taking the power from municipalities.

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

A Few Advantages:—

- 10% Off Motor Car Insurance
- Free Legal Advice
- Reliable Drivers Supplied
- Free Mechanical Advice
- Associate Membership of the R. A. C. and A. A. London.

All Communications for Membership etc. to
REV. G. E. S. UPSDELL
Hon. Secretary.

P. O. Box 116.

PROOF OF PUBLIC CONFIDENCE IN

MORRIS

REGISTERED TRADE MARK

Cars

Is strikingly afforded by the fact that during the first three months of the 1926-27 season the actual number of orders received for immediate delivery was 20,527 as against 16,003 for the corresponding period last year—an increase of over 27%.

The number of cars sold and delivered during November, 1926, was 5,083 as compared with 3,724 for November, 1925.

The actual number of orders for immediate delivery that were outstanding on the Company's books on December 1, 1926, was 8,126. These are actual orders, not Dealers contracts, which latter cover over 70,000 cars for the 1927 season.

MORRIS MOTORS offer apologies to those who have placed orders for MORRIS cars that have not yet been fulfilled, but with the cessation of the coal strike supplies of raw material are becoming more freely available and production figures are increasing week by week.

The World's Finest Value

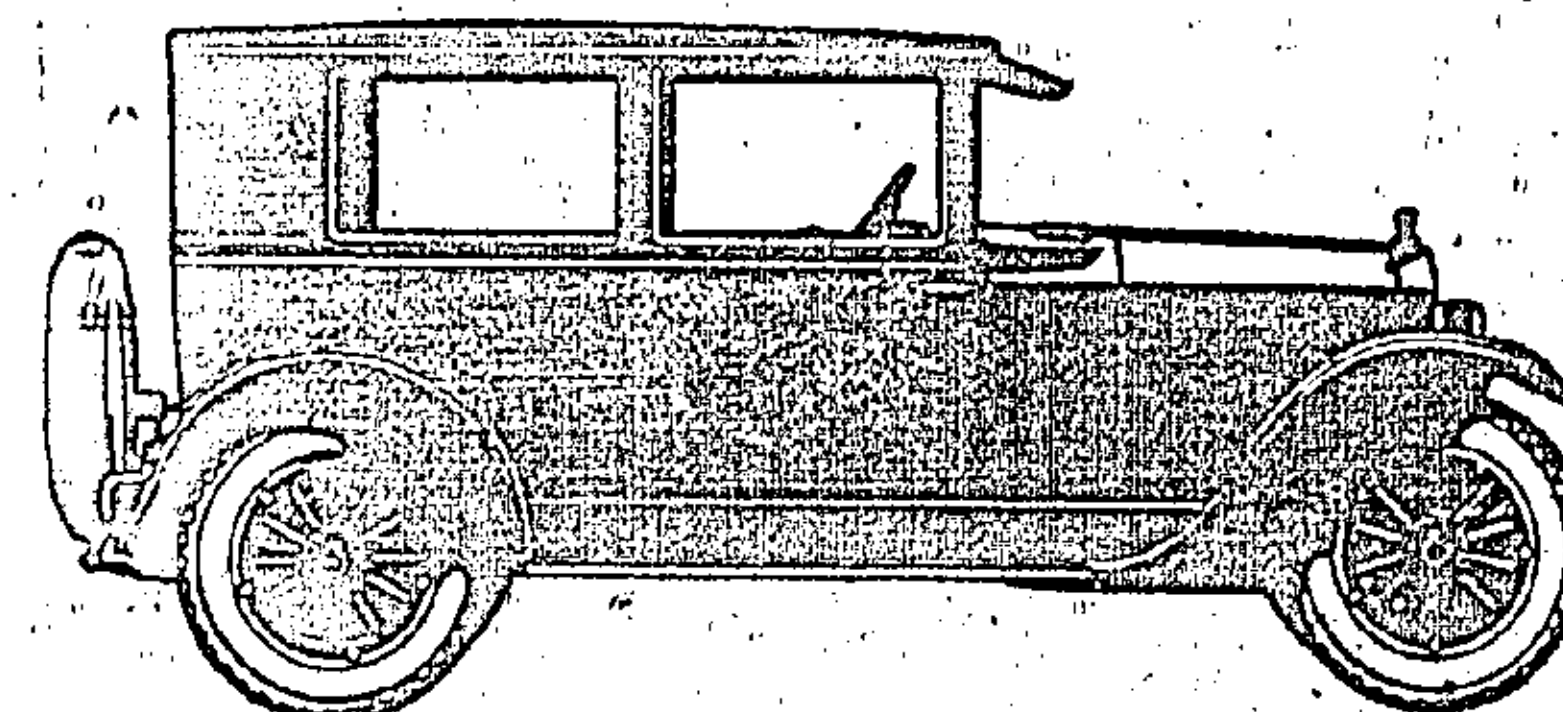
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ESSEX COACH

Prices in U. S. Currency for delivery ex garage, Hongkong.

ESSEX SUPER SIX MOTOR CARS:

Touring	... ..	GS1,200.00
Coach (2-door)	... ..	GS1,250.00
Sedan (4-door)	... ..	GS1,300.00

HUDSON SUPER SIX MOTOR CARS:

Touring (7-passenger)	... ..	GS1,600.00
Coach (5-passenger)	... ..	GS1,950.00
Brougham (5-passenger)	... ..	GS2,260.00
Sedan (5-passenger)	... ..	GS2,440.00
Sedan (7-passenger)	... ..	GS2,560.00

These cars may be purchased for a low first payment and convenient terms on balance.

For any closed car—even a "Four"—you pay almost as much as the Essex Coach costs. Yet what a difference in everything that counts—Performance, Quality, Comfort, Good Looks, and your pride in the car you own. A single ride will tell. And, in price, terms of payment, economy of operation, Essex is just as easy to own. Why accept less than a "Six"? Why not have the qualities of the most wanted "Six" type in the world.

THE DRAGON MOTOR CAR CO.
LIMITED

33 WONG NEI CHUNG ROAD, HAPPY VALLEY

Next Time
Fit
GOODYEAR
SUPERTWIST
Balloon Tyres



DISTRIBUTORS
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BANK OF CHINA BUILDING, HONGKONG.

MIXED GRILL

A Merry Miscellany
Ashley Sterne

I'm seriously thinking of chucking up journalism and starting an orchid ranch. At the recent show at the Royal Horticultural Hall one single bloom was stated to be worth £1,000—one of those pedigree orchids, I suppose, which can trace their ancestry back to the Garden of Eden—and if I can only manage to turn out similar specimens on the mass-production principle I can see myself shortly renting Buckingham Palace as a weekend cottage, riding in two motor-cars simultaneously, subsisting on peacocks' tongues and Imperial Tokay, and, in short, generally splashing around with every symptom of acute wealth. The difficulty at the moment is that I know nothing about breeding orchids. I don't even know whether they are reared from the



roe or from a chrysalis, or what diet they need, or if they require gravel soil or chalk. And what's more, I can't get anybody to tell me. Orchid-fancying, I can only conclude, is one of those mysterious professions, like Venetian glass-blowing, the secrets of which are kept exclusively in the family; in which event I see nothing for it but to espouse an orchid-fancier's daughter, and extort the necessary information from her either by torture or by inducing her to talk in her sleep.

One of the objects for which the new Faculty of Cinema Art, Ltd., has been formed is "to provide a cinema museum in which to house cinema relics." I understand that a prominent feature of the museum will be the section devoted to the slugs of spearpoint found on the backs of the seats.

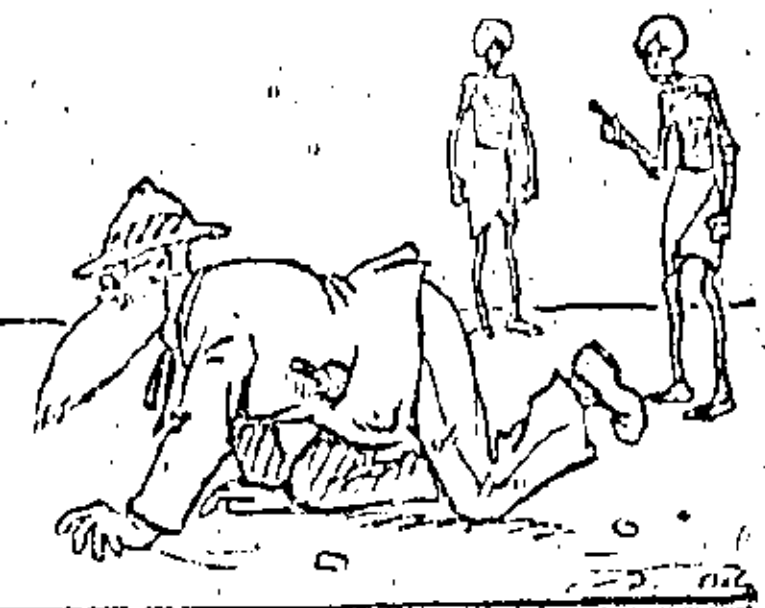
I am interested to read that the Maharajah of Navanagar ("Ranjit") has bought the yacht in which the eccentric Mr. McEvers Bayard Brown lived for 35 years anchored off Weymouth, Essex. As a youth I lived in a cottage within a cable's length of "Brown's barge," but never did I once catch a glimpse of the owner, of whom curious stories were told. For instance, inquisitive folks would sometimes hire a boat and row round the "Valfreyia," and rumour had it that when the mood seized him the reclusive would pelt the excursionists with sovereigns. But even the prospect of a bounty of bunces from Bayard Brown's bulwarks never decoyed me within sovereign's-loss of the yacht when I learned that if McE. B. Brown didn't like the look of me I should be pelted not with gold but with lumps of coal! I wonder whether Ranjit will maintain the old tradition? If so, I pity the wretched excursionist who doesn't meet with his approval. I can see him going home with a Derby Bright eye, for Ranjit has a singularly deft hand for missiles. I once saw him throw down a wicket from the long field.

Something has got to be done to cope with the epidemic of flu that is ravaging the United Kingdom, otherwise I foresee very grave and unexpected consequences arising. As I wrote, I see it estimated that one person in ten is afflicted, which means that the epidemic claims nearly 4½ million victims. And every sufferer's temperature, mark you, is up anything from three to five degrees above normal. Now if the scourge spreads beyond control

and we all contract it, it will mean that some 44 million people will all be having much enhanced temperatures, the effect of which will be that a terrific amount of extra heat will be generated sufficient to alter our whole climate!

Crops will consequently come up before they're wanted; fruit trees will bud and blossom long ere their rightful season; the swallows and cuckoos will return two months earlier than is their wont; and everything in the garden will be lovely—until the epidemic abates. Then, as our temperatures resume normal conditions the climate will return to its customary frigidity, and all the crops, fruit, swallows and cuckoos, will be absolutely ruined. What's worse, the sudden fall in the temperature of the air will render us all liable to contract flu again; the climate will again change; the crops, fruit, swallows and cuckoos will again be absolutely ruined; the—oh, never mind! After you with the ammoniated quinine.

Which reminds me that old Barmion Crumpey has written me another letter from Bombay. He has decided, he says, to become a fakir, and proposes shortly to undertake a pilgrimage to Rajgir, where, as an act of piety, he will wash his neck in the famous spring of Mukhdum Khund. He has vowed to perform the journey on all-fours while he recites the Zenda Vesta backwards in Welsh. A few days ago he put in a little preliminary practice at fakirizing by standing on his head in the middle of the maidan for some hours, at the same time balancing a glue-pot on the soles of his boots. Not unnaturally a large crowd assembled, which put poor old Crumpey to considerable bodily anguish by dropping hot coppers down the legs of his trousers. He luckily stuck it out, however, and is none the worse



for the ordeal, except that his once dome-like skull has become perfectly square and flat on top. But this he regards as a convenience rather than a handicap. "I shall now" (he writes) "be able to have square shampoos."

"That fellow Pottleby never seems to do any work now. Has he retired from business?"
"No, his business retired from him."

A LOVE-SONG.

(Incorporating some words I have discovered when solving cross-word puzzles).

You are not like a dool (1),
(To say so would be rude);
Nor are you like a gib (2),
Which doesn't feed on rib (3);
Nor are you like a cibol (4),
(Which makes my optics dribble);
Nor are you like a couple (5),
(You're slender, like a maypole).

My lover has not grown low (6);
My phren's (7) still fixed on you;
Dear sis (8); and I maintain
My store (9) is not in vain.
So let your heart still quop (10)
For me, and drink some dop (11),
Lest you a singult (12) heave,
Or with a yek (13) relieve
The mill (14) within your cop (15).

1. Dromedary; 2. cat; 3. water-cress; 4. onion; 5. horse; 6. tepid; 7. mind; 8. sweetheart; 9. natural affection; 10. throb; 11. brandy; 12. sign; 13. hic cup; 14. slight feeling of resentment; 15. head. (Chambers's Twentieth Century Dictionary).

ARMED ROBBERY.

TWO CHINESE COMMITTED TO THE SESSIONS.

The two Chinese who were charged in connexion with the armed robbery at Wong Nei Chong were again brought before Mr. R. E. Lindsell yesterday afternoon.

A Chinese villager who gave evidence of the arrest of the first defendant, said that he was awakened in his sleep by cries of "save life" coming from an adjacent matched.

Another Chinese, who arrested the second defendant, also gave an account of his experience, and became so excited in the process that Mr. Lindsell had to tell him

several times not to get excited. He said that, having been roused from his sleep, he stepped out to the door of his matched, and noticed a man running towards him with someone running behind shouting loudly to the man to stop. Witness grabbed the fugitive, and later went with him to the police station.

After hearing police evidence, his Worship asked the defendants if they had anything to say. The defendants, however, did not wish to make any statement, and were committed for trial at the next Criminal Sessions.

One of the missionaries of the Friends Foreign Mission Association, Mr. James Sims, aged 66, has died in Madagascar, where he has been since 1884.

A. S. WATSON & CO.

CHAIRMAN'S SPEECH AT TO-DAY'S MEETING.

Speaking at the general meeting of shareholders of Messrs. A. S. Watson & Co., Ltd., this morning, the Chairman (Mr. Henry Humphreys) said:—The net profit for the year under review shows an increase of \$1,138.06 over that of the previous year, notwithstanding that the boycott and strike, so far as our Canton Branch was concerned, extended for the whole period, whereas in the previous year only four and a half months were affected. On the profits shown, the Directors might reasonably have recommended that the Company pay the same dividend as last year, or even more, but in view of the fact that the Company is committed to considerable further expenditure on its new aerated water factory at Pak Hin Hok, Honam Island, Canton, your Directors deem it advisable to conserve our resources as much as possible. When normal conditions prevail in Canton and Kwangtung, as we hope they soon will, this new factory should be a great asset and a source of profit to the Company in the future.

The accounts call for little comment. The amounts written off for depreciation of machinery, plant, furniture and fittings, have been considerable, as you will no doubt have noticed. Total stocks in trade are down \$29,703.59. Land and buildings at Pak Hin Hok, Canton, is only up \$7,000. The increase would have been upwards of \$100,000 but for the strike and boycott suspending all operations.

The only item under the heading of liabilities to which I need refer, is the large increase of the overdraft with our bankers. This is due mainly to the purchase of six houses on Section A of Marine Lot No. 331. We required three of these for our own business, but as the Administrator of the estate of the late Mr. M. J. D. Stephens would not sell less than six, we bought them all. We are confident that when normal conditions prevail, we shall be able to sell the unrequired portion at a profit; meanwhile the rentals therefrom cover the interest on the capital outlay. I trust you will approve of the allocation of \$5,000 to the Chinese Staff Superannuation Fund.

SIX MONTHS ABED.

AN AUSTRALIAN DESTITUTE.

In charging a destitute before Major C. Willson, at the Central Magistracy this morning, Detective Sergeant Elston said that the man, whose name is Henry Hanks, was an Australian, who had been in the Colony for twenty-four years, and was at one time a teacher in a native school run by the Rhenish Mission.

He had been out of work for many years, and, attracting police attention by his disreputable appearance, was taken into custody and confined in the House of Detention last year.

Since his admission into the House last September, he has continuously lain in bed, presenting a perplexing problem for the police officers.

The prison doctor had examined the man but found nothing wrong with him. The case was one of *non compus mentis*, Sergeant Elston added.

Defendant was sent back to the House of Detention to await a decision from the Government.

WAR MEDALS.

AVAILABLE FOR EX-AIRMEN.

London, March 25. The Air Ministry states that the British War and Victory Medals of a large number of ex-officers and ex-airmen of the Royal Air Force still remain to be issued.

A special appeal is made by the Ministry to all ex-members of the force, living in any country, who are entitled to these medals and who have not yet received them, to send the necessary particulars and their present address to the Air Ministry.—*British Wireless*.

The annual sports of the Central British School will be held in King's Park on Saturday, 2nd April. Mrs. Southern will present the prizes.

At Harrow School this term arrangements have been made for parties of boys to visit works in London.

The Swiss Federal Council has decided that gold coins of the Latin Monetary Union (Belgian, French, Greek, and Italian) shall not be legal tender in Switzerland after April 1 next.

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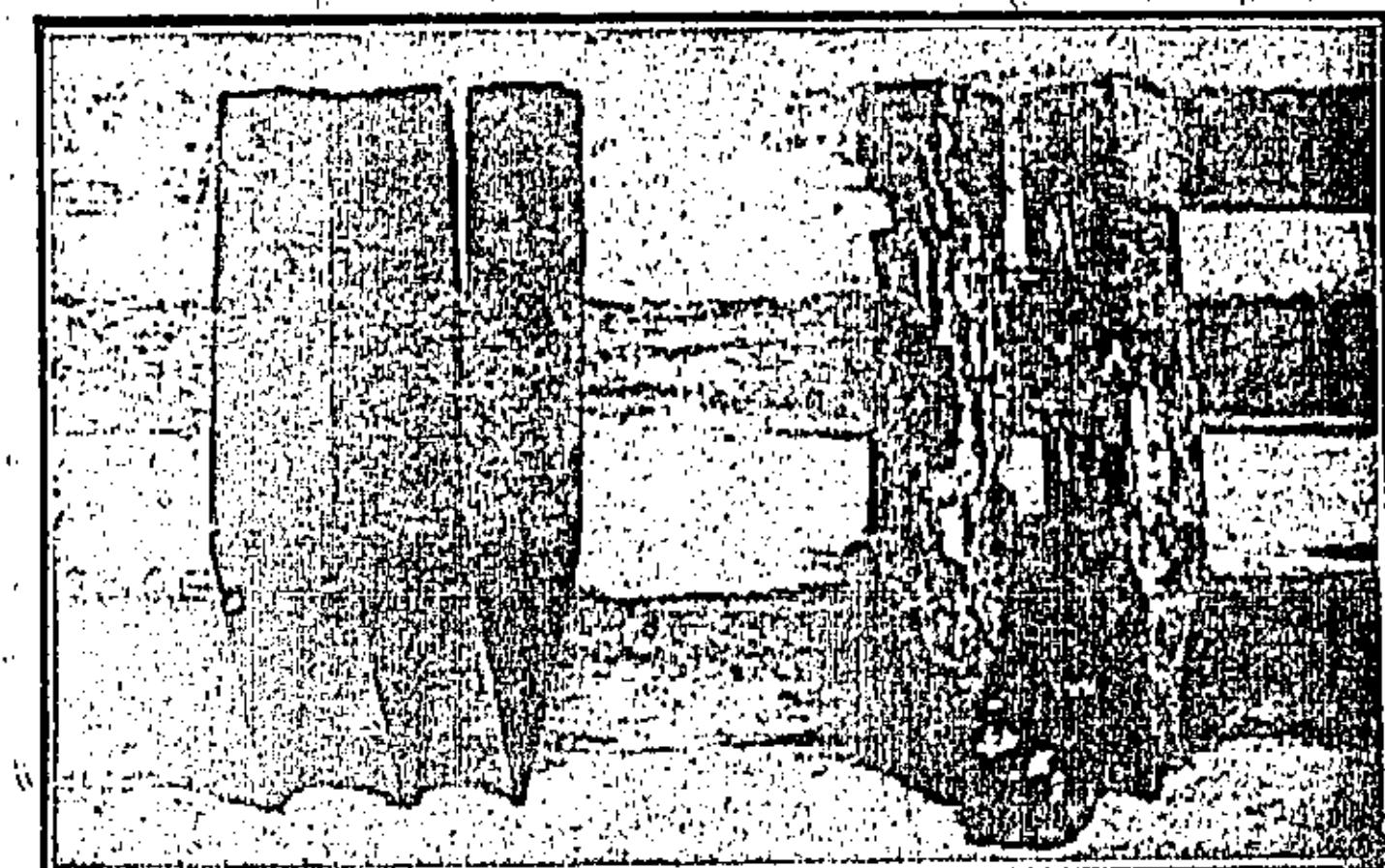
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PRIZE DISTRIBUTION.

THE DIOCESAN GIRLS' SCHOOL.

At the annual distribution of prizes at the Diocesan Girls' School yesterday, the Headmistress, Miss Sawyer, in presenting the 27th report on the work of the School, said in part:

It was in March last year that I said I felt that because of the passing of Miss Ferguson on the 1925 would leave its mark on the Diocesan Girls' School and now I feel that 1926 has been equally vital in the school's history. Miss Dulmage of the Canadian Presbyterian Mission, who had been lent to us by her mission board, was appointed by the school committee to act as Headmistress while I was on furlough. As most of you know, she was called to her rest after severe suffering, on Sept. 20th, and Miss Walters very loyally and ably carried on under great stress and difficulty until my return last month. In spite of much sickness and many changes on the staff the work of the school has maintained a high standard, and we have received a very satisfactory report from the Education Office after the annual inspection.

Mr. de Martin visited the school in June, and, again, at the end of November; and Dr. Minette made two medical inspections, one in July and one in December, and her reports and suggestions have been most helpful. The University examination results were satisfactory. One matriculation candidate was entered and passed, with 3 distinctions. Nine were entered for the Senior examinations, of whom eight passed, with 5 distinctions. Ten were entered for the Junior, of whom eight passed, three with distinctions in all.

Progress in Sports.

Miss Sawyer referred to the progress in sports, and to the enlarged facilities and accommodation provided for recreation at the School, thanking all those who had helped financially and with their advice. An old hope was realized, by the formation recently, of the Diocesan Old Girls' Association, whose value to the School could not be over-emphasized. Girl Guides of the School competed in the Prince of Wales Banner in May and were successful in carrying it off.

Speaking of the great interest which the departing Vicar of St. Andrew's Church and Mrs. Lindsay have always shown in the work of the School, the Headmistress went on to say: Mr. and Mrs. Lindsay ever since their arrival in the Colony, have been in very close touch with the School, and whose unfailing kindness I think cannot adequately speak. I think it is only those who have worked with them as closely as we have, who can realise what true and faithful friends Mr. and Mrs. Lindsay are to us. Both are valuable members of our Committee. Mr. Lindsay has always been unsparing in his time, lavish in his sympathy and interest, and to me personally most kindly and helpful in his advice. I know I voice the heartfelt opinion of both staff and school when I say that we shall miss them very much when they leave us, and for our own sake we feel sad at the thought of their departure; and we thank them most sincerely for all they have done and are doing.

Mr. Hornell's Address.

Rev. Mr. Lindsay read the statement of accounts of the School, during the past year. The prizes were presented to the successful pupils by the Vice-Chancellor of the Hongkong University, (Mr. W. W. Hornell) who said:

Most men and women are always willing to talk about education even if only to abuse it, but I have noticed that those whose lives are spent in a vain attempt to find a practical solution for its insoluble problems are, as a rule, the most reticent. Part of the prize which has to be paid for the importance which education has assumed in common thought is that we are living in an era of over-emphasised half truths on the subject. All these tend to produce corresponding reactions. It is hard to strike a balance between the enthusiasm of inexperience and the disillusion of experience; and everywhere and always there is the constant danger of becoming absorbed in the machinery of education for its own sake and forgetting that all machinery is but a means, and that what matters is the quality and value of the product.

It is sometimes said that every nation, as every individual, gets eventually what it wants provided that it knows what it wants and that it wants it enough. Certainly in education if the demand is vague and feeble the supply will be correspondingly tentative and uncertain. All the world over we seem to be faced with the paradox, that a satisfactory system of national education can only be created in an educated nation, and an educated nation can only be created

ed through a satisfactory system of national education.

Theoretical impossibilities.

The world is full of such theoretical impossibilities but the world moves on slowly all the same. This at least may be said of this Colony. That the University and the schools of Hongkong are becoming more and more intimately connected with the whole framework of the Colony's social and civic life. Actually education follows, slowly and at a long distance, a movement in the idea of what education might or ought to be.

"Think of this when next you hear a so-called practical man disposing of an enthusiast by the old, old retort that the enthusiast's ideas are impracticable. As if any great, vital movement of the heart or mind could ever be trammelled by the limitations of the immediately practical. The wind bloweth whither it listeth." Meanwhile and consequently, the problems of education become more and more complex because education includes more and more of life, nor is it only that they are complex, for the object matter to which they are applied is neither stationary nor periodic and calculable in its movements. It is always in flux and we do not possess the formula of its change.

We can only interpret the present by experience of the past and even that experience is defective. What was true of yesterday is not necessarily true of to-day and will probably not be true of tomorrow. We legislate for conditions which are in process of change. Here something like a gift of divination is needed no less than the two qualities of experience and enthusiasm. To govern with wisdom, to preserve motive power in accumulated experience, another gift is needed, the gift of constructive imagination.

The Imagination.

I claim that the most important thing in secondary and higher education is the cultivation of the imagination. There was a time when we proceeded as if the important thing was the acquisition of information, it did not matter much what it was. There was very little excuse for this. A good many years have passed since Plato made Socrates say in his "Republic": "But then, if I am right, certain professions must be wrong, when they say that they put knowledge into the soul which was not there before, like sight into blind eyes." We have repeated all this. Nowadays, the scientist vies with the artist in calling upon young men and young women to see visions and to dream dreams. If you who are schoolgirls to-day can see things as they now are in their true perspective and at the same time see visions of what they might be, then, indeed, we shall not solve the problem of education—that will only be solved when the world process closes—but we shall avoid those two deadly enemies of the soul, superficiality and formalism.

I knew your head mistress, Miss Sawyer, long before either of us ever dreamed that one day would see us both sitting on the same school platform in Kowloon. I congratulate Miss Sawyer on being the headmistress of the Diocesan Girls' School, and the Diocesan Girls' School on having as its head mistress Miss Sawyer. If from time to time both of us think wistfully of India, it can at least not be brought as a reproach against us that we have left our first love. And perhaps India was and is rather specially calculated to impress upon the British teacher that his or her work there will be wholly without avail if it be not based on sympathetic understanding, patience and long suffering, and that these qualities must be genuine and not mere cloaks of inefficiency, weakness or cowardice. In Hongkong to-day the same problems confront teachers as once confronted Miss Sawyer and me in India. The old order in China is changing with a vengeance and it is hard to still misgivings as we think of the new order to which the old is giving place. The re-organisation of the machinery of political, social and domestic life can effect nothing unless this re-organisation be accompanied by a quickening of ideals. But youth is not the time for dismay and I am not going to end on a note of warning. The toughest problems, the most critical situations have no terrors for the simple faith of a happy child. In times of prosperity men and women are apt to become hard and exacting, but humility and gracefulness, those are the qualities which count at all times. "My poet's vanity," Rabindranath Tagore once wrote, "dies in shame before thy sight, Oh, Master Poet, I have sat down at thy feet, Only let me make my life simple and straight, Like a flute of reed for thee to fill with music."

Portraits Unveiled.

Rev. Copley Moyle thanked the Vice-Chancellor for his attendance and speech, and congratulated the Staff and pupils on a most successful year of work achieved in the

ORGAN RECITAL.

AID FOR ST. JOHN'S ORGAN FUND.

The organ recital at St. John's Cathedral last evening, in aid of the fund for the reconstruction of the instrument, was well attended in spite of the adverse weather. Mr. Frederick Mason, A.R.C.O., L.T.C.L., gave a masterly performance, bringing out the best that the organ could give. He was assisted by Mrs. L. C. F. Bellamy, who rendered the Soprano solos with her accustomed praiseworthy execution.

In the Cathedral precincts, applause is withheld, but both Mr. Mason and Mrs. Bellamy, would, in other circumstances have gained well merited encores.

The programme was as follows:

- 1.—Prelude, from First Suite, Borowski.
- 2.—Evening Song, Bairstow.
- 3.—Choral Preludes:—
(a) "O world, I can't leave thee" ... Brahms.
(b) "The people that in darkness sat a glorious light have seen" ... Parry.
- 4.—Soprano Solo, "Hear my prayer" ... Mendelssohn.
- 5.—Marche, Solennelle, Tchaikowsky.

HYMN 80.

Collection for Organ Fund.

- 6.—Soprano Solo, "How beautiful are the feet" ... Handel.
- 7.—Meditation, ... Every.
- 8.—Minuet, from Gothic Suite, Boellmann.

"Bairstow's Evening Song" and the "Minuet," the concluding item, were particularly good, while Handel's "How beautiful are the feet" was the best of Mrs. Bellamy's contributions.

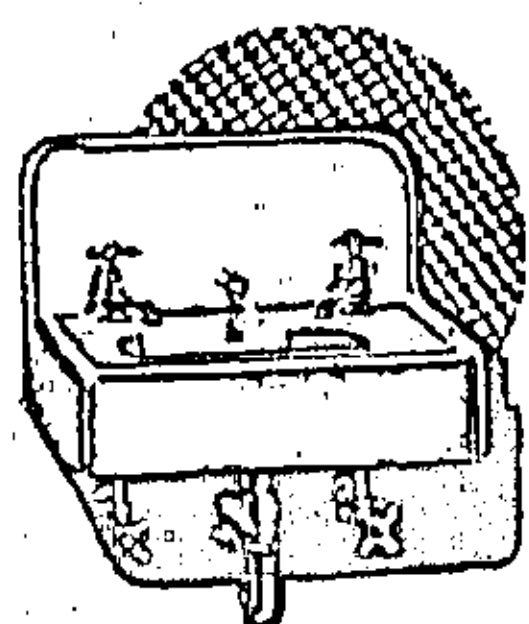
face of the many difficulties and tribulations through which the School passed during last year. He spoke of the *esprit de corps* thus revealed, and referred with great regret to the impending departure of the Rev. and Mrs. Lindsay, whose work for the School had been invaluable.

Portraits of the late Miss Ferguson and Miss Dulmage were unveiled at the far end of the Hall by Mrs. M. K. Lo, President of the Diocesan Old Girls' Association, the Rev. Copley Moyle paying a tribute to the loving memory of these two ladies.

Before the proceedings terminated with a short entertainment by the pupils, the Rev. Mr. Lindsay said he wished to emphasize what had been stated to the excellent work of Miss Walters and other members of the staff during the most anxious and critical times in the history of the school, last year.

Amongst the visitors present were the Director of Education (Mr. A. E. Wood), Mr. M. K. Lo, and many others.

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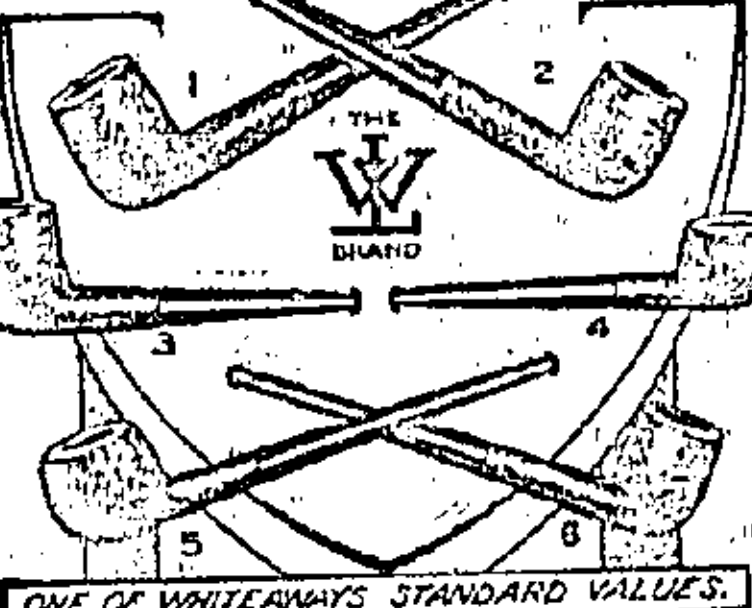
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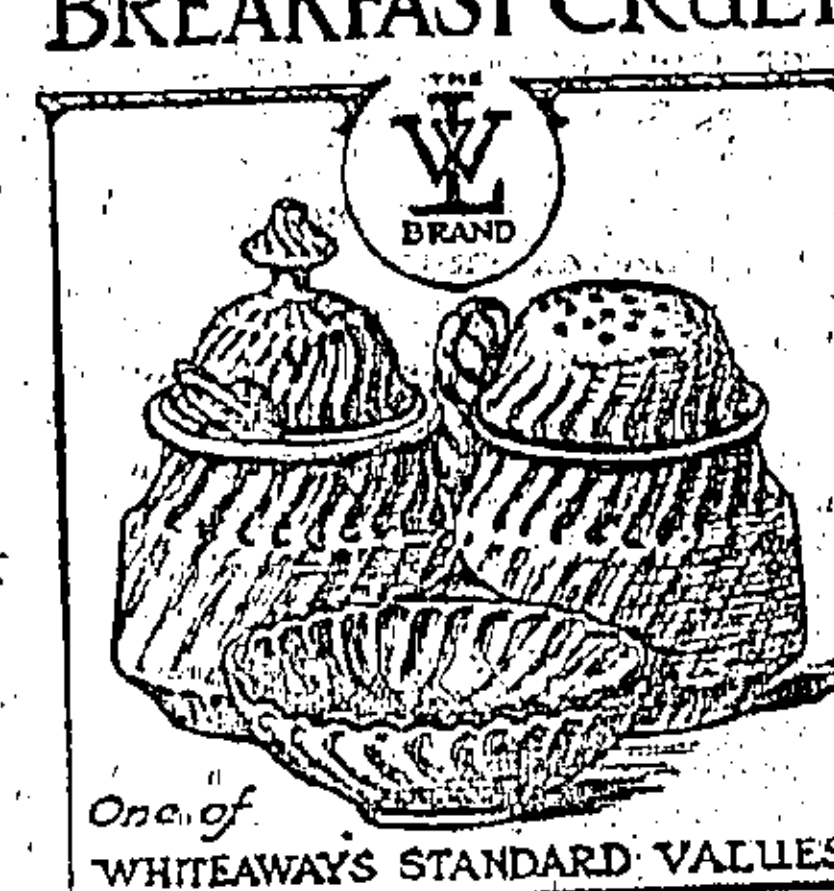
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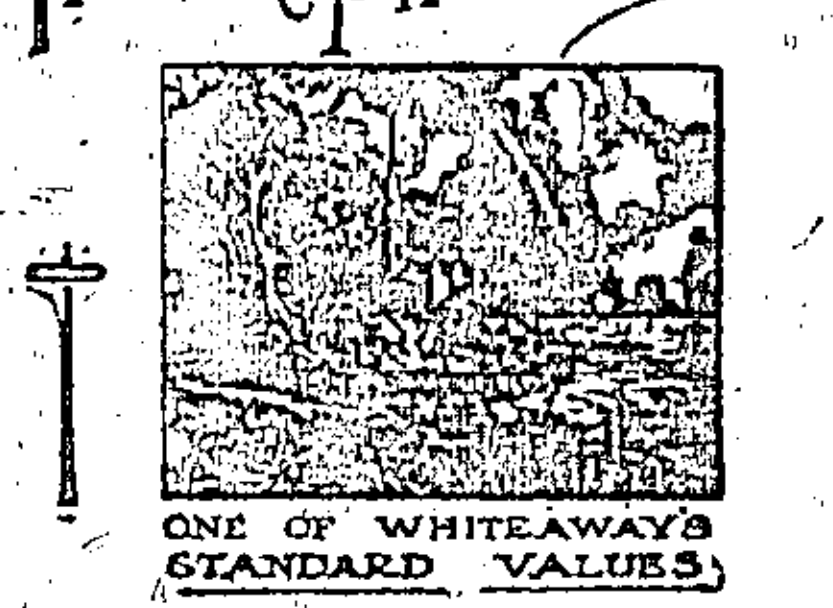
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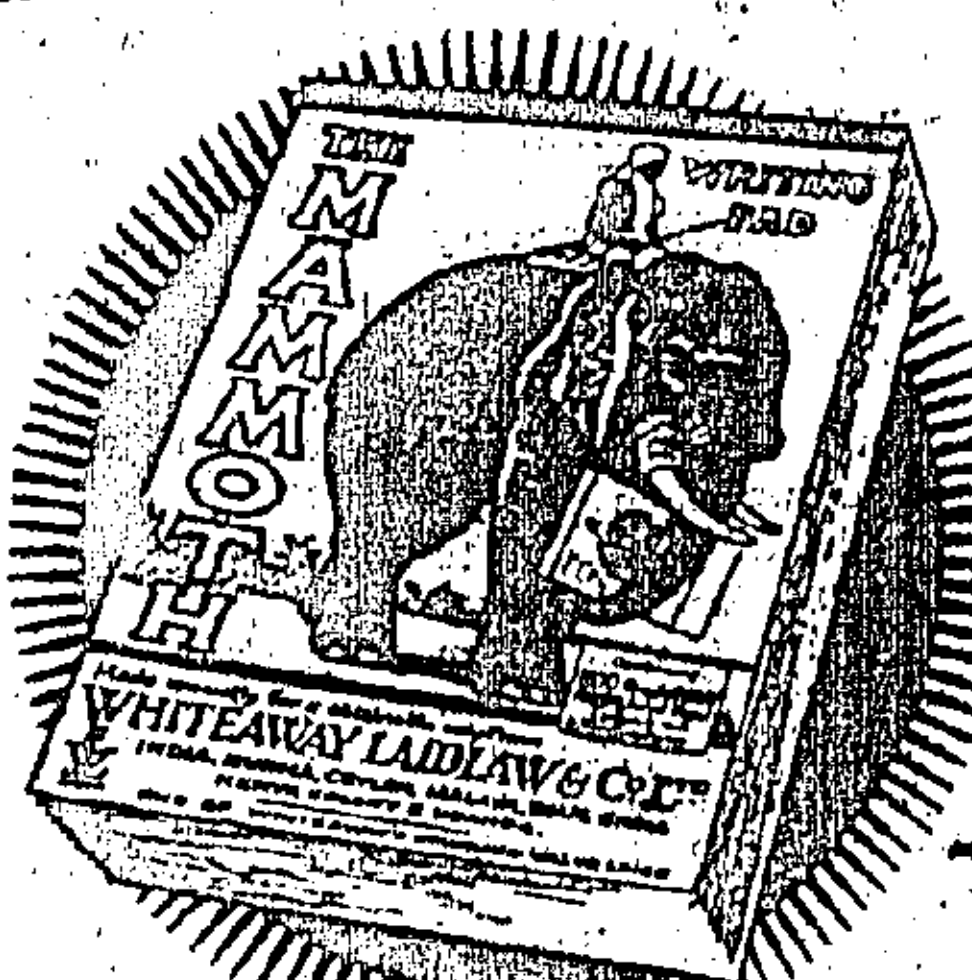
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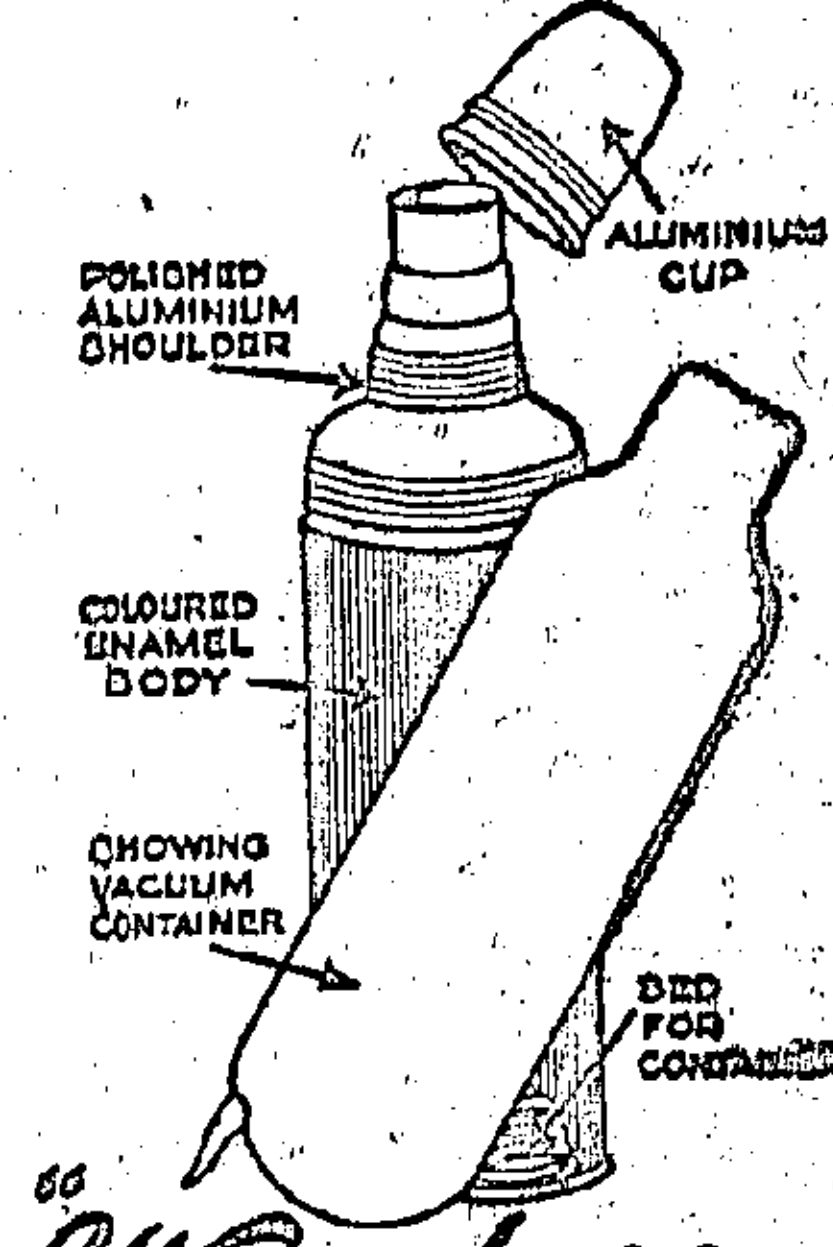
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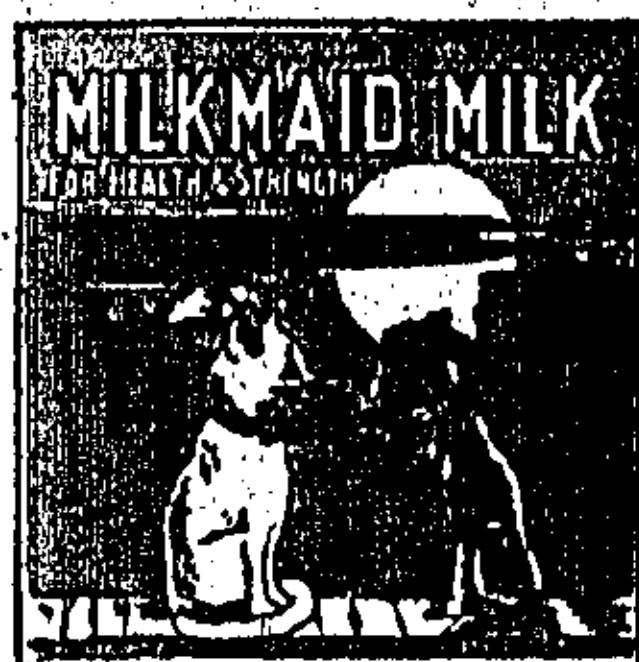
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WOMAN'S WORLD



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WAIST SCARVES.

SPANISH INFLUENCE.

At a recent mannequin parade a girl came into the room wearing a simple black velvet suit, with a strip of scarlet cloth round her waist above the top of her skirt, just like a Spanish bull fighter's scarf.

In this case the waist scarf was made of fine cloth and about five or six inches wide, but at the same show scarves with other suits of crepe de chine and satin were seen.

A vivid green scarf looked especially well with a grey flannel suit, while another coat and skirt intended for an older woman had a two-shade grey effect.

The introduction of these waist-line scarves has been helped by the fact of the old-fashioned blouse to tuck into the skirt being revived. Simple pleated blouses in white crepe de chine are usually worn with one of these scarves, although fine lawn is also seen.

Sometimes the blouse is in silk, the same colour as the suit, with the scarf round the waist as a contrast. This certainly gives a novel silhouette, but one which should only be adopted by the fortunate possessors of slim figures.

Cut-steel buckles are being used on dressy afternoon shoes. Black is an important Spring shoe colour and the buckle comes as an advance trimming style. Coloured shoes have buckles of self colour and thus we see instances of gun metal suede with gun metal buckles, brown suede or kid with bronze buckles, etc. Evening slippers continue to use rhinestone buckles and heels.



A charming and useful little frock in satin, trimmed with pleated net.

THOSE NEW DANCES.

HINTS FOR THE AMATEUR.

Almost before the Charleston has had time to settle down, the Black Bottom dance, said to have originated on the Swannee River, has dashed across the Atlantic to make the amateur's confusion worse confounded. Report has it that Royalty have already experimented with the craze, and in the smartest clubs it is certainly being danced as an exhibition number, if not as a straightforward ballroom novelty.

Proceed with Caution.

But the amateur will do well to proceed with caution. Let him pause before taking too literally the fulsome matter written about the Truda, the Heebie-Jeebie, the Stomp, and the Trebla. If he wastes time and money on these purely comic evolutions, he may well find at the end of it that we are all dancing foxtrots, tangos and Charlestons with sublime indifference to the supplementary creases.

The Black Bottom is the only dance, outside the Charleston, which need be taken at all seriously. This dance has been danced as a ballroom dance at schools and one of the well-known dance restaurants, and it has one thing to recommend it—impudence. It is bright and "peppy," and is nearly related to the Charleston, but not quite so fast a movement. But unless you are a fairly competent Charleston exponent, you will be well advised to give the Black Bottom a wide berth. It is by no means easy, and needs a very acute sense of rhythm to slip into with confidence. What it lacks in beauty it makes up in spirit and quaintness, but at its present stage of development not even the teachers have made up their minds about its preliminary form. What will settle the fate of the new dance as much as anything will be the music and the influence of stage dancing. If a first-class ballroom couple were to demonstrate it on the stage, in a duly considered ballroom style, a good deal would have been done to popularise the measure.

The Sedate Charleston.

Our other dances show no appreciable changes, except that the Charleston is now becoming so quiet, one can hardly hear it! Much of its character has gone. It is more presentable but less interesting. Also, it is much easier to learn, once you have conquered the insidious opposition of the rhythm. A fairly good dancer ought to be able to pick it up in a lesson or two, but lessons are absolutely necessary, except to those dancers who are born to the pastime.

Popular Rhythm.

In the Waltz some teachers are introducing a slight hesitation step; there is no doubt that the Waltz still has the great popular qualities—smooth rhythm, graceful movement, style, and, on the whole, good music. Lunges seem to be becoming less popular. One-step has gone altogether. Blues (in no recognised form) are returning, and the Foxtrot still flourishes. But of all these the Charleston is the most beautiful, the Foxtrot most regretted in absence. Dancers ought to insist on a Foxtrot revival. It is a first-rate natural, English dance, and we are having far too many of these "darkie" invasions—delightful as a spectacle but mere ballroom clap-trap when presented to the amateur.

MY LADY'S FOOT.

I have often read that the reason why women have such large feet to-day is that increased athleticism has developed bone and muscle to an extent unknown among the caged damsels of the Victorian Era.

I cannot say that I have noted the change, and now I have the word of one Mr. C. H. Wilmet, who has completed his 70th year in the leather trade, for the fact that the feet of the women of to-day are smaller and daintier than those of their grandmothers.

Certainly our girls are no less charming and graceful than any of their predecessors, and the fact that they display more ankle than the prudens of an earlier day speaks of a confidence which to most of us is abundantly justified.

—Peter Simple in Ex.



Pictured above at the left and right are two pretty little sports models for the Spring, while the model seen in the centre is wearing a charming gown of blue crepe de chine. The only ornament is a belt of rhinestones, and silver slippers add a note of brightness to the dress.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, February 10th 1927.

This is a chic little model of Stephanie's and it was fashioned in light blue satin, and adorned with cuffs and fichu of cream pleated net. In navy blue, black, nigger—in fact any colour you prefer—this frock would look extremely attractive, and it will lend itself ideally to becoming part of a "two-piece" if desired: that is to say, have a long repp or gabardine coat made of the same or a darker shade, and lined with the identical satin.

The little cami-knickers sketched here are yet another of Stephanie's attractive and practical designs. She suggests for their manufacture, primrose crepe de chine and Paris lace. Mercerised lawn would be an excellent and useful summer fabric, however, in addition to being considerably cheaper. The little pocket is the cutest innovation.

Stephanie's other little design for a frock is delightful and could be carried out in crepe de chine or satin, while the design should be worked in vari-coloured silks.

Cushions and Spring.

At first glance you will think that the printer fellow has left the "S" off the end of the last word in this heading. But this is not so. Being an incurable optimist, I wrote

"Spring," and this word, taken in conjunction with cushions, means that we should be thinking of alterations, renewals and amendments in this direction. Consequently, I have had evolved and sketched a group of what the artist calls "Easy-to-make" Cushions. The crescent-shaped one is of two plain and patterned cretonne, naturally all patterned cretonne could be used, but the effect would not be so striking. The tassels in this case are particularly heavy, and made of solid "wedges" (copyright word) of cretonne, not unlike pin cushions, and fringed. The last suggestion is plain coloured linen, adorned with diamond-shaped motifs of gay patchwork, appliqued on back and front. With the question of lampshades, I shall deal later on.

Is That So?

We shall probably see some "happenings" as a result of the almost universal demand on the part of prominent suffragettes that the Franchise shall be extended to include all women of twenty-one. It all comes round to the same old point: there are plenty of girls who have just attained their majority who would know how to use a vote far more effectively than the farm-labourer whom I encountered who pro-

nounced "Unionist" as "Onionist" (and voted for that party under the impression that it had something to do with his agricultural activities—FACT); and there are others.....

But enough of politics. If you want a very readable book about the stage, get "Rosemary—Some Remembrances" by Miss Fay Compton, with an introduction of a sparkling nature by her brother Alston Rivers publish it. If, on the other hand, you want a novel of the super-smart set, written with a woman's penetrating insight into the weaknesses of her sex, you cannot fail to enjoy "The Gilt Cage," written by Marguerite Steen and published by Geoffrey Bles. If you appreciate brilliant characterisation you will enjoy this book. An interesting but rather disappointing novel dealing with modern China is one by J. C. Keyte (Alston Rivers) wherein we are given all the setting for a complex destroying romance of the first order, and left at the end to console with a typical "hero" (and he would need to be a hero-believe me) married to a priggish English girl who makes one feel inclined to deviate from the glowing path of patriotism. Nevertheless, the tale is worth tackling, if only for the Chinese atmosphere. It is called "A Daughter of Cathay."

The Beauty Box.

For the modern bedroom, where old-fashioned furniture would look out of place, a "beauty box" is a good suggestion, either of polished wood or chintz covered, to take all the bottles and jars of cream, &c., and also the ever-useful cotton wool. But in a room where the other furniture is mahogany or walnut, nothing could be more charming to hold the toilet necessities than one of the old ten pence, a sort of tea caddy on a stand. In the old days it would have stood beside my lady's chair when she dispensed tea. It had two or more compartments for tea, and probably a cut glass bowl for sugar. The bowl is a most convenient receptacle for powder, while the two tea compartments make a splendid place to hide away pots and bottles and the indispensable cotton wool.

THE BEAUTY TABLE.

KEEPING IT IN ORDER.

The dressing table in most bedrooms stands out as the principal centre of attraction in the room.

Whether of the most modern and sophisticated type, or the muslin, petticoated farmhouse kind, the dressing table is the object which first catches the eye of the visitor. No woman can hope to be daintily turned out whose dressing table is untidy, and, not perfectly clean in all its details.

Brushes must be kept scrupulously clean, both from the point of view of your hair and the look of your table. If the brushes are silver-backed, it is the work of a moment to give them a quick rub up when you do your hair, if a

leather is kept in the dressing table drawer, preferably one of those which are impregnated with some form of cleaning powder.

Never dip the backs of the brushes in the washing water; but beat the bristles quickly up and down in a shallow lather and then rinse in cold water to which has been added a little alum.

Tortoiseshell brushes if exposed to the sun, soon get a dull whitish look. Don't let them get to this state, but from the moment they come into your possession give them a polish up with a drop of linseed oil on a very soft cloth. Ivory is apt to get yellow with time. A paste made with whitening and lemon juice will help to whiten it if used occasionally. The ivory should then be polished with a drop or so of some sweet oil. The sweet oil treatment should also be given to ebony-backed brushes to keep them in good condition.

DO WE SPEND LESS?

FROCKS COST MORE.

"Of course they do," a West-end modista said indignantly when asked if women spent more money on their clothes than they did in years gone by. "Do you suppose there would be so many titled women in the business if women economised? Women spent less on their clothes when there were seven yards of stuff in their frocks than they do now with two yards."

This is true; the more skimped women's dresses become the more expensive they are. Any London dressmaker will tell you with pleasure that a woman spends twice as much on her clothes as she did twenty years ago, despite the fact everybody cries poverty. Nowadays every little girl is brought up to expect the expenditure of large sums of money by the extravagant outfits demanded by the schools. A modern parent needs a brave heart to unfold the printed list of "necessary" garments her small daughter must have as a part of her education. Certainly, this form of education is not forgotten: the expensive wardrobe is an education in itself.

The Expensive "Matching."

A frock alone is useless to-day. It must have its own hat, which in all probability is specially modelled to suit it in fabric and tone. The right shade in stockings, the character of the shoes, court, walking or strap, must be decided upon. Then the outfit is not complete. There are to be considered the numerous little gadgets which make up the finishing touches: The bag to match the leather of the shoes; a cigarette case with a hat ornament of the same enamel work; a garter to match an earring; a camisole strap to match an umbrella top; gloves to match the wearer's eyes. These are the things which make many a woman's life worth living. But at this crucial point something has been overlooked. Fresh zest is inspired just at the moment when it was thought dull perfection had been reached by the discovery that the car is the wrong colour. Does this explain, one wonders, why the all-understanding master coach builder paints so many of his cars navy blue? The hat must have its new car, or at least the paint must be dry before the scented oil on the shingled head has lost its perfume.

RIVIERA FASHIONS.

JUMPERS AND SHOES.

The "chic sweater" is continuing its triumphant career. One has to be very modern, so far as ideas go, to describe these dainty, often quite elaborate, little garments—as "sweaters" or even "jumpers."

It is not that the 1927 jumper is elaborate in design; nearly always it looks simple—just a pretty "little nothing" that looks as though it might be cut out and finished in a morning. Not so in reality. Since the Paris dressmakers have found it impossible to bring elaborate "dressmaker-lah" models into fashion they have revenged themselves by making their apparently simple models elaborate and expensive by reason both of the exquisite needlework displayed on them and of the original details.

There is a run on white and black—soft white materials with cubist or futurist touches of black, black and white striped jersey cloth with a lingerie collar and perhaps lace encrusted revers—lots of jade green jumpers worn with white or black pleated skirts, and a new, very lovely, shade of pastel-rose.

Among the hundred-and-one little things that go far to make a dress original one should cite the lovely snakes and shoes made of dyed snakeskin and of natural lizard. The skins are so cleverly prepared that they are as supple as chiffon and in some cases very beautiful embroideries are introduced on them.

A set consisting of sack, hat, crown, and shoes in natural lizard accompanied a chic little tailor-made of stone-grey cashmere, short coat and sack lined with pure taffetas, dull silver buckles and buttons lending further beauty to an artistic ensemble. White kid sacks and shoes are decorated, in Cubist fashion, with incrustations of black suede; dark purple snakeskin is piped with silver kid.



Three useful and pretty cushions which are easily made at home, as described by "Joan".

THIS WEEK'S RECIPE.

CHOCOLATE LAYER CAKE

1/2 teaspoon salt, 2 cups flour, 1 teaspoon vanilla, 1/2 cup milk, 1/8 cup Purico, 2 ozs. unsweetened chocolate, 4 eggs, 1/2 cup water, 1 1/2 cups sugar, 5 tablespoons boiling water, 3 teaspoons baking powder.

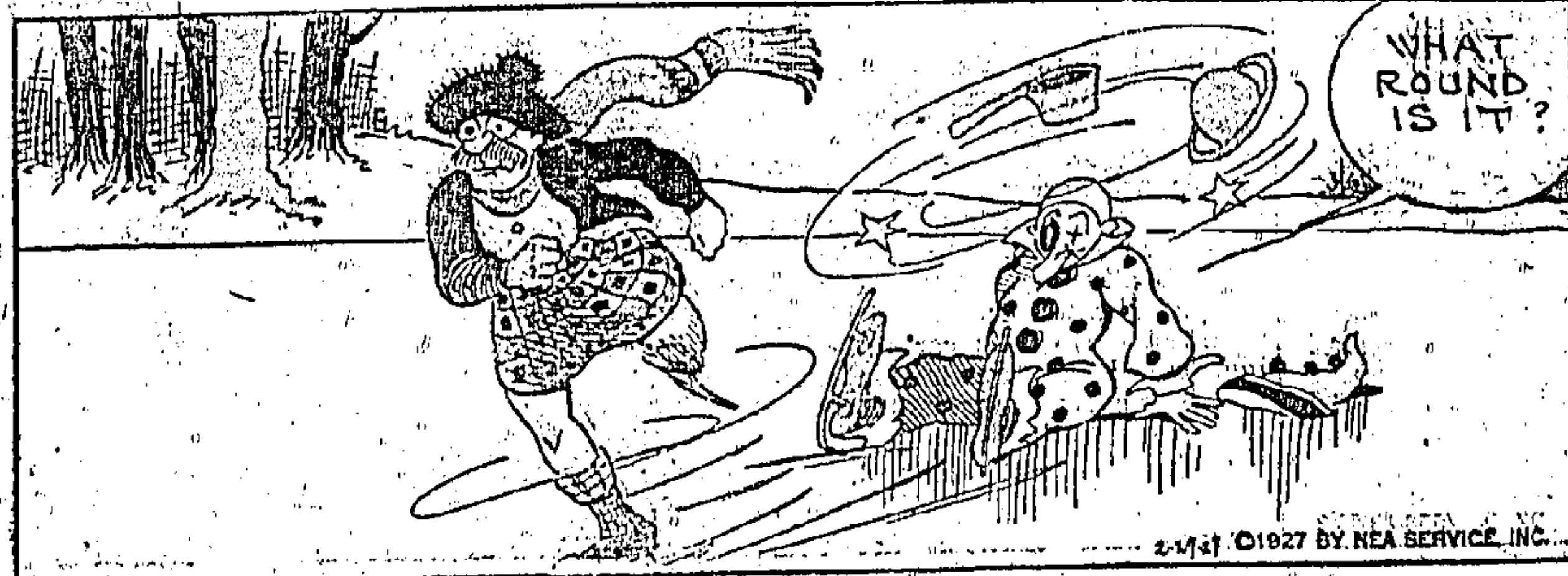
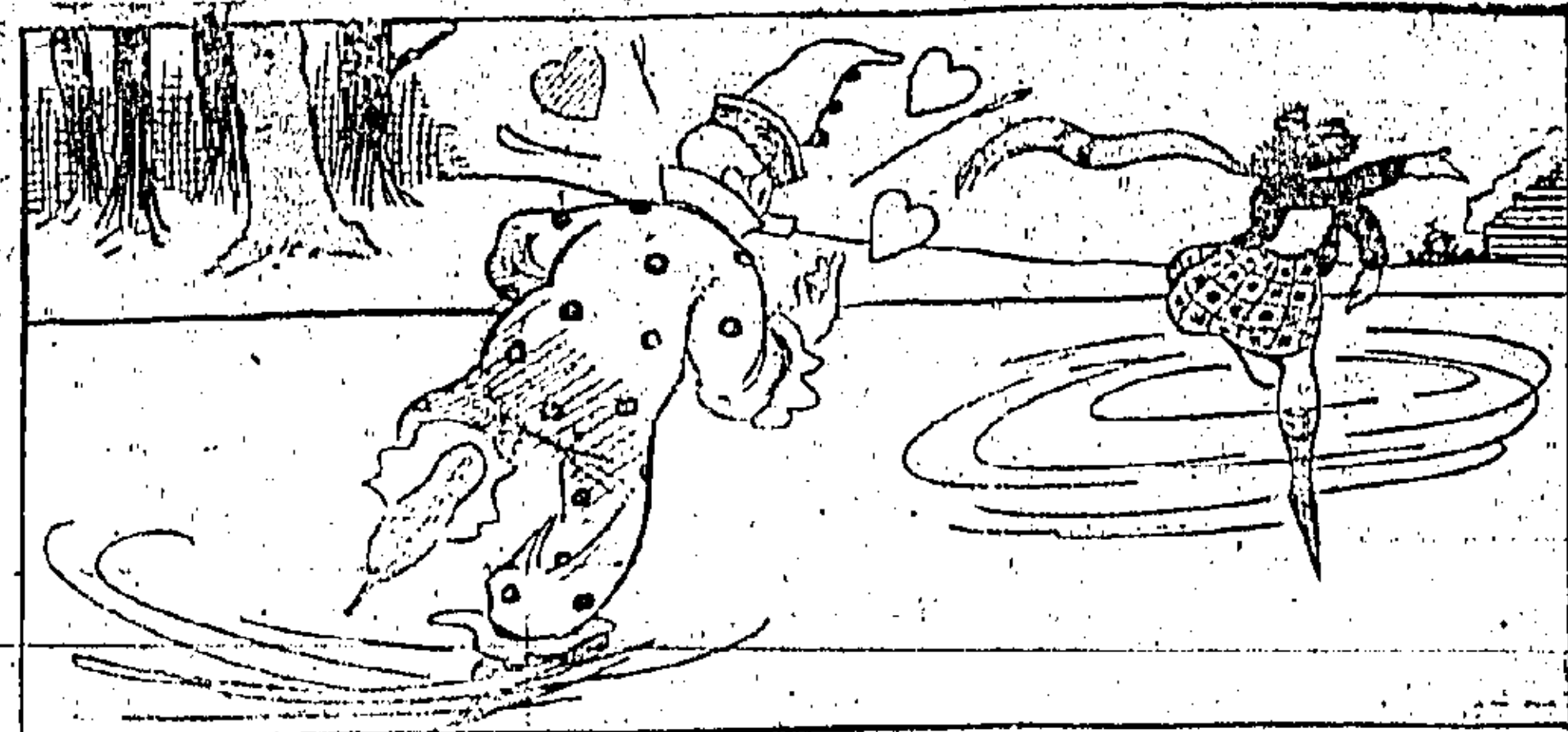
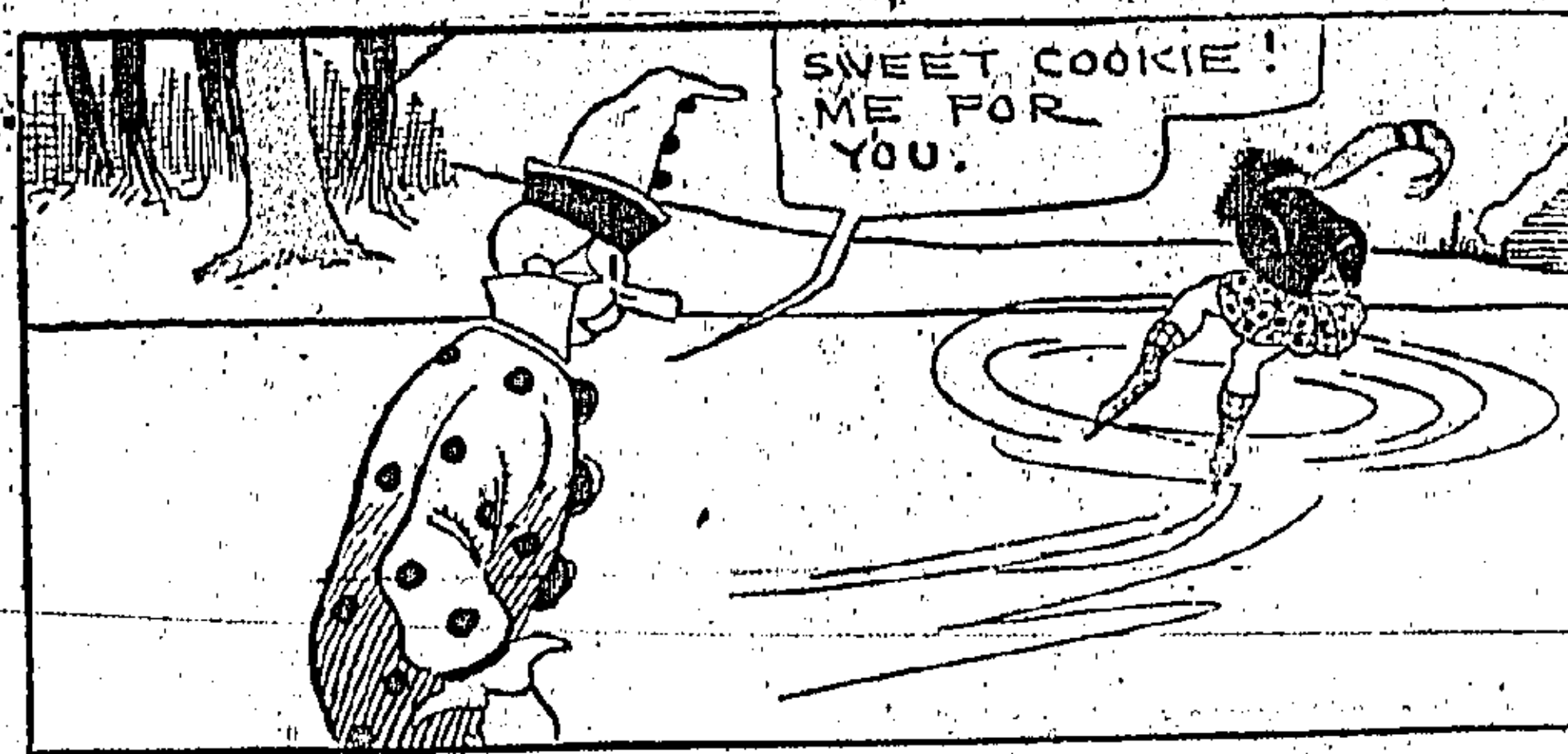
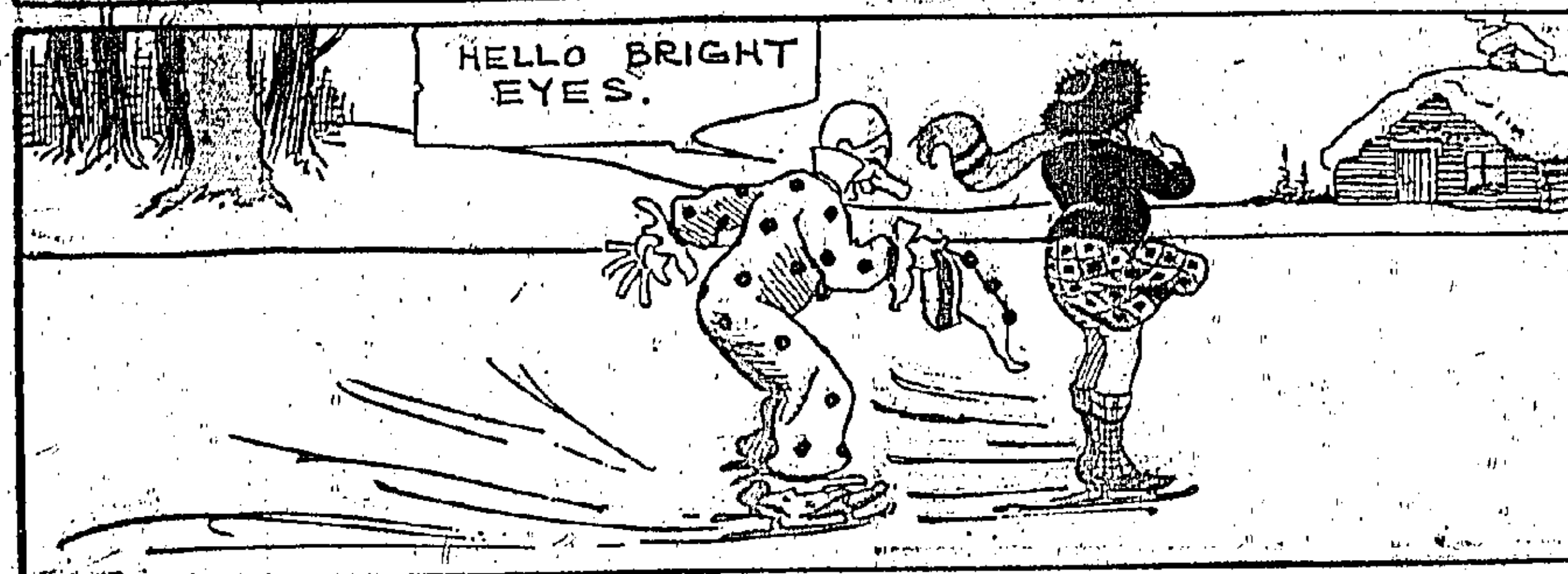
Dissolve chocolate in the boiling water. Cool. Cream Purico, add sugar gradually, creaming constantly. Add the chocolate. Beat yolks until thick and lemon coloured. Add them to the creamed sugar and Purico; then add the liquid and the sifted dry ingredients, alternately. Add vanilla. Beat the whites of the eggs until stiff and cut carefully and lightly into the mixture. Turn into two greased layer cake pans and bake in a moderate oven 30 to 35 minutes.

Society weddings are well "staged" nowadays, the ceremony often being thoroughly rehearsed, in order that all shall go smoothly on the day. It should not, therefore, be surprising to hear that one Society girl appointed an actress to take the role of her chief bridesmaid recently. The bride excused herself by saying that she had quarrelled with her relatives, and had to make this substitute. The vogue for the hired bridesmaid may work out satisfactorily enough, but it is a pity to think of this role, which should be one of affection, if somewhat tedious, being performed by a stranger, for a fee.

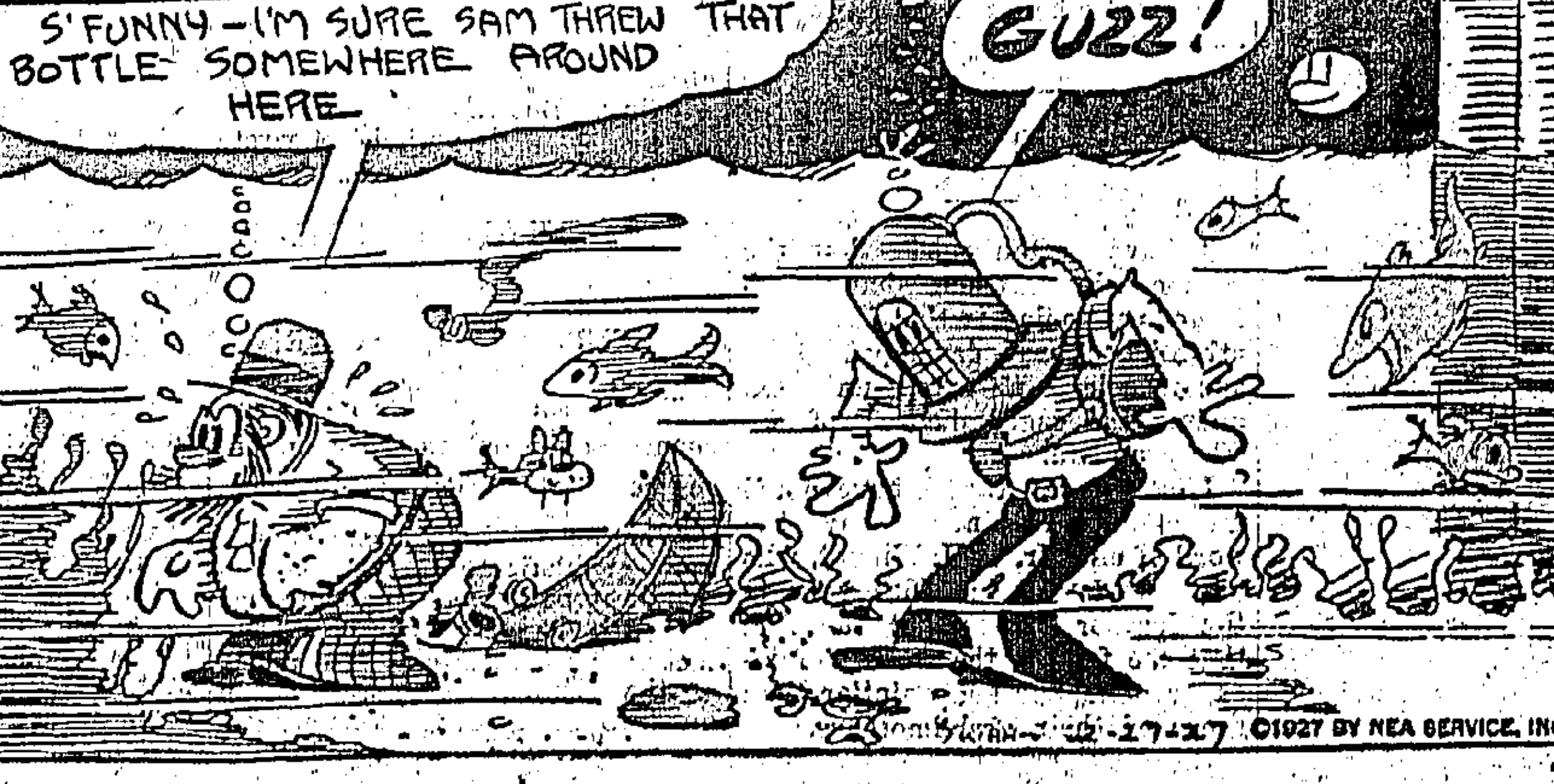
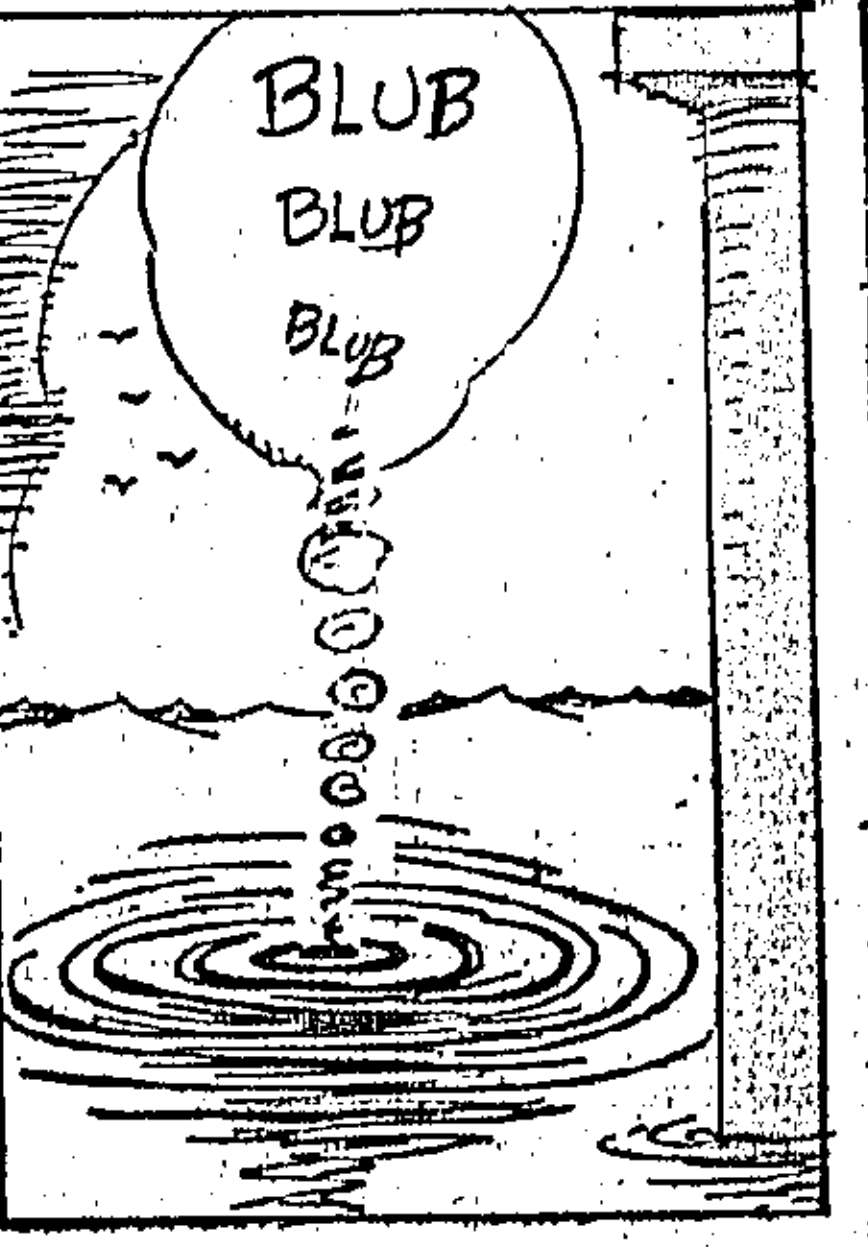
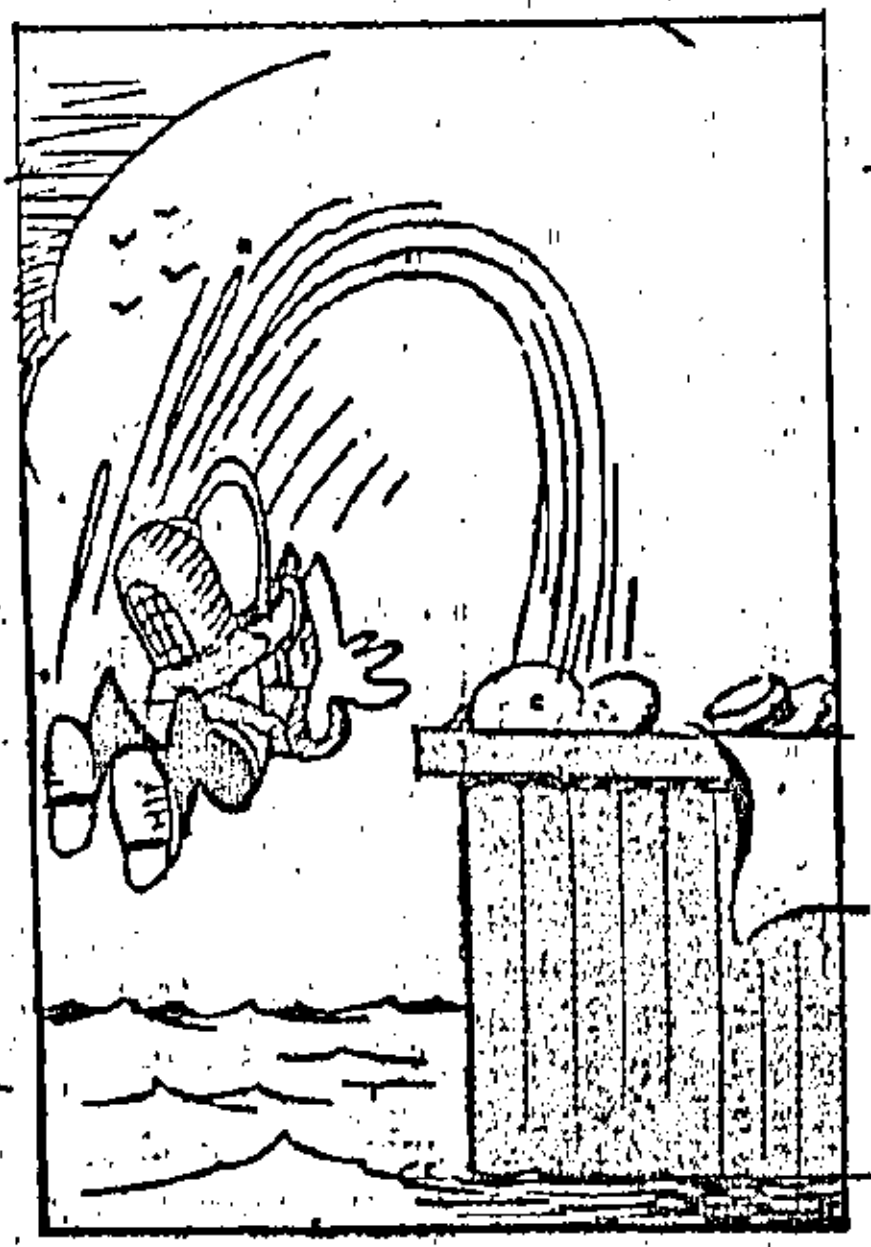
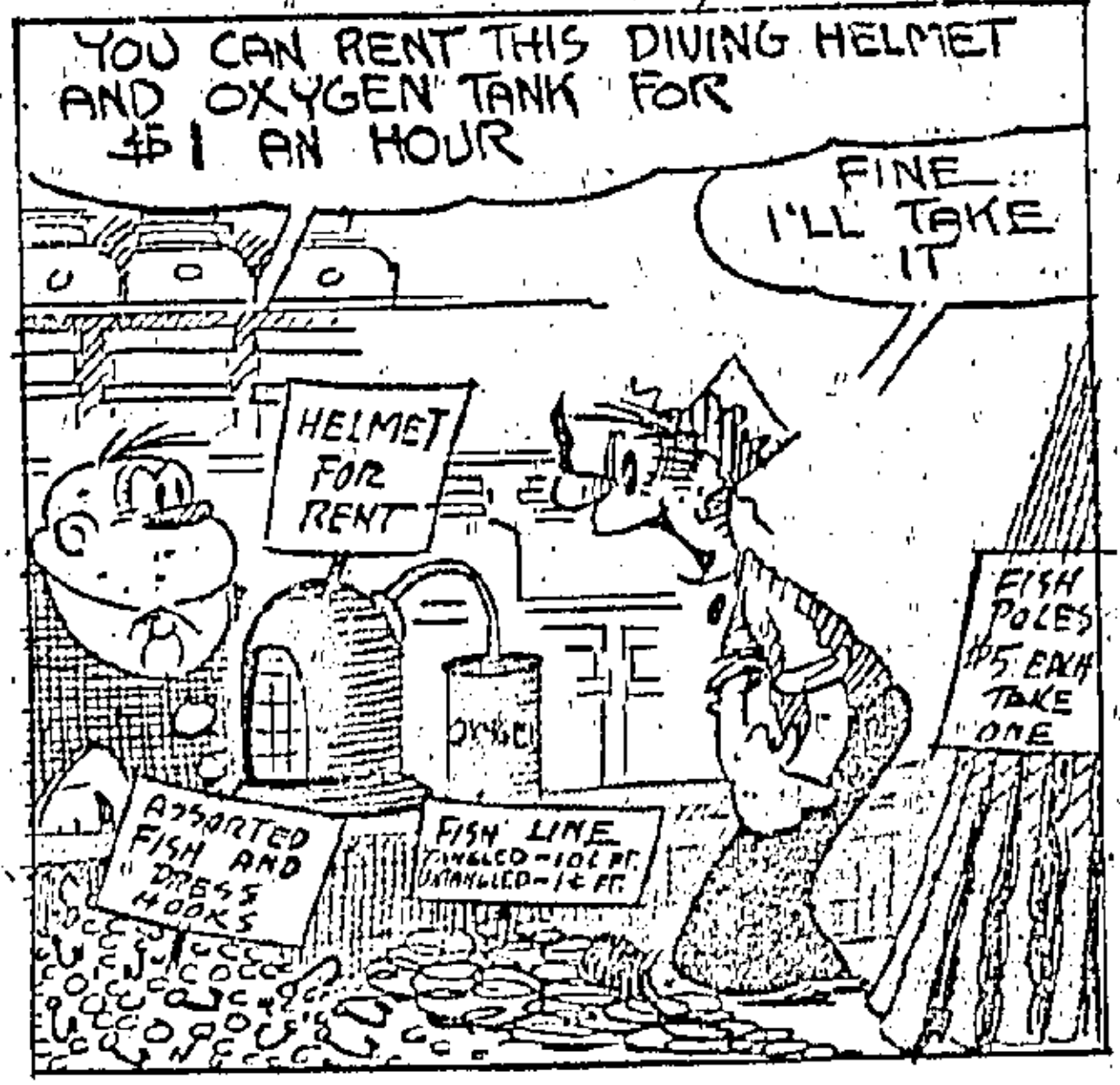
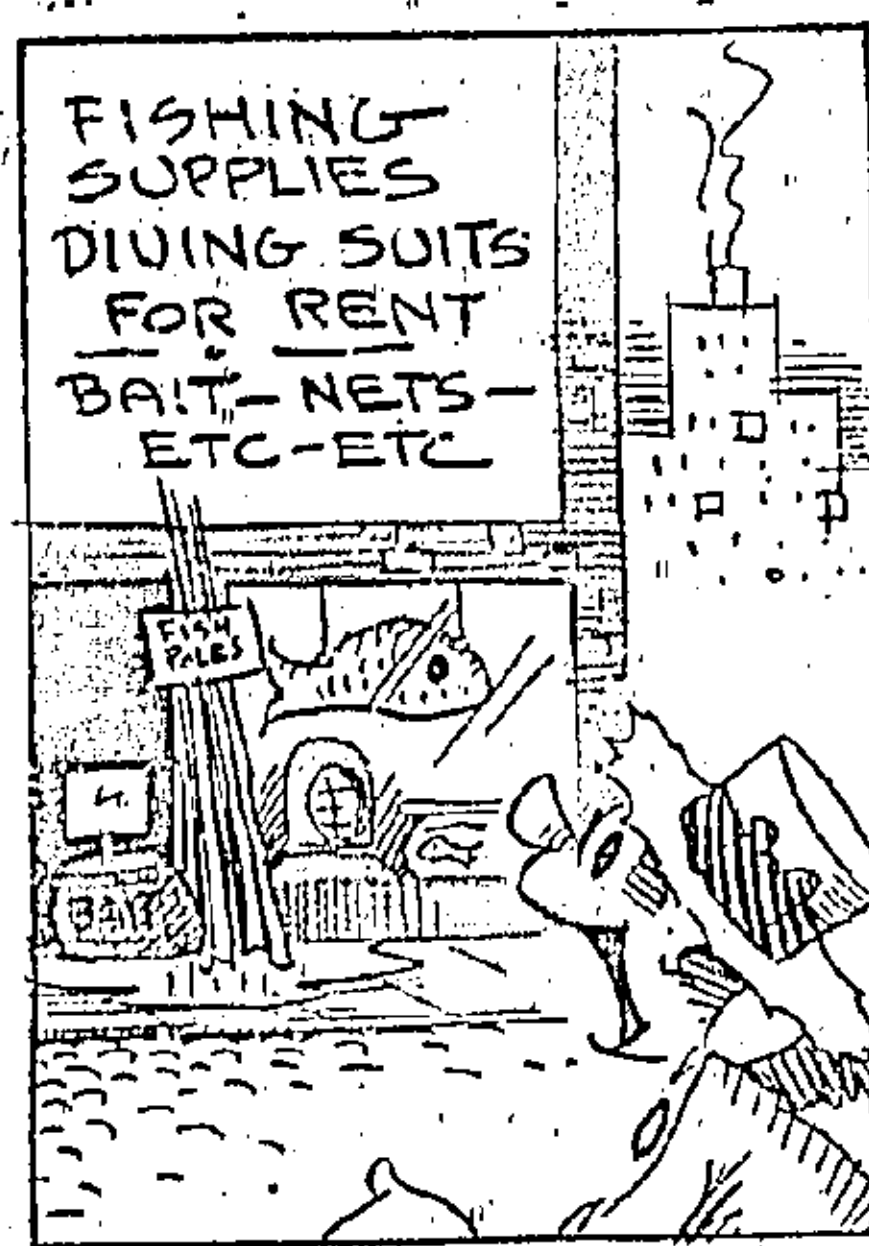
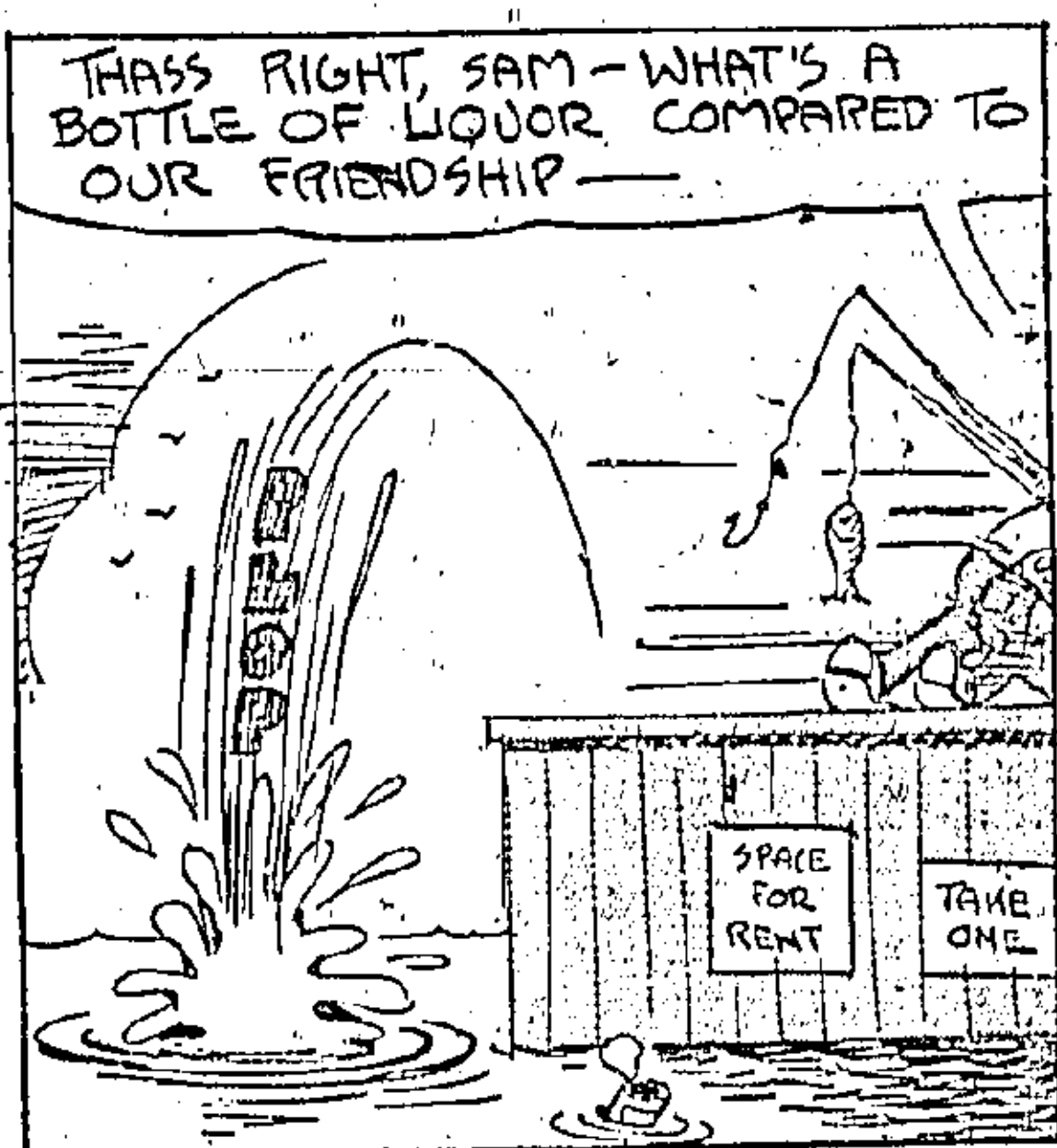
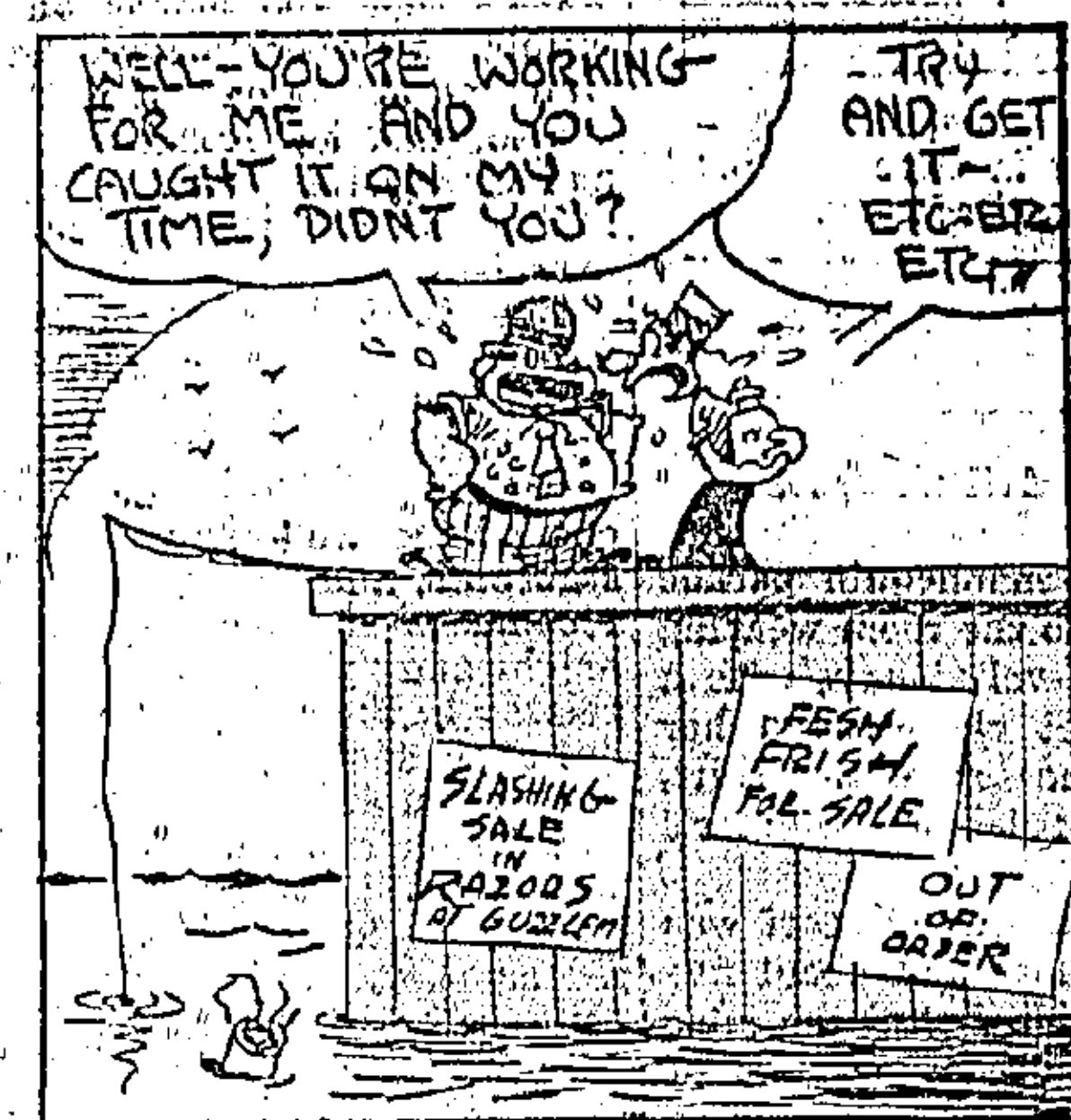
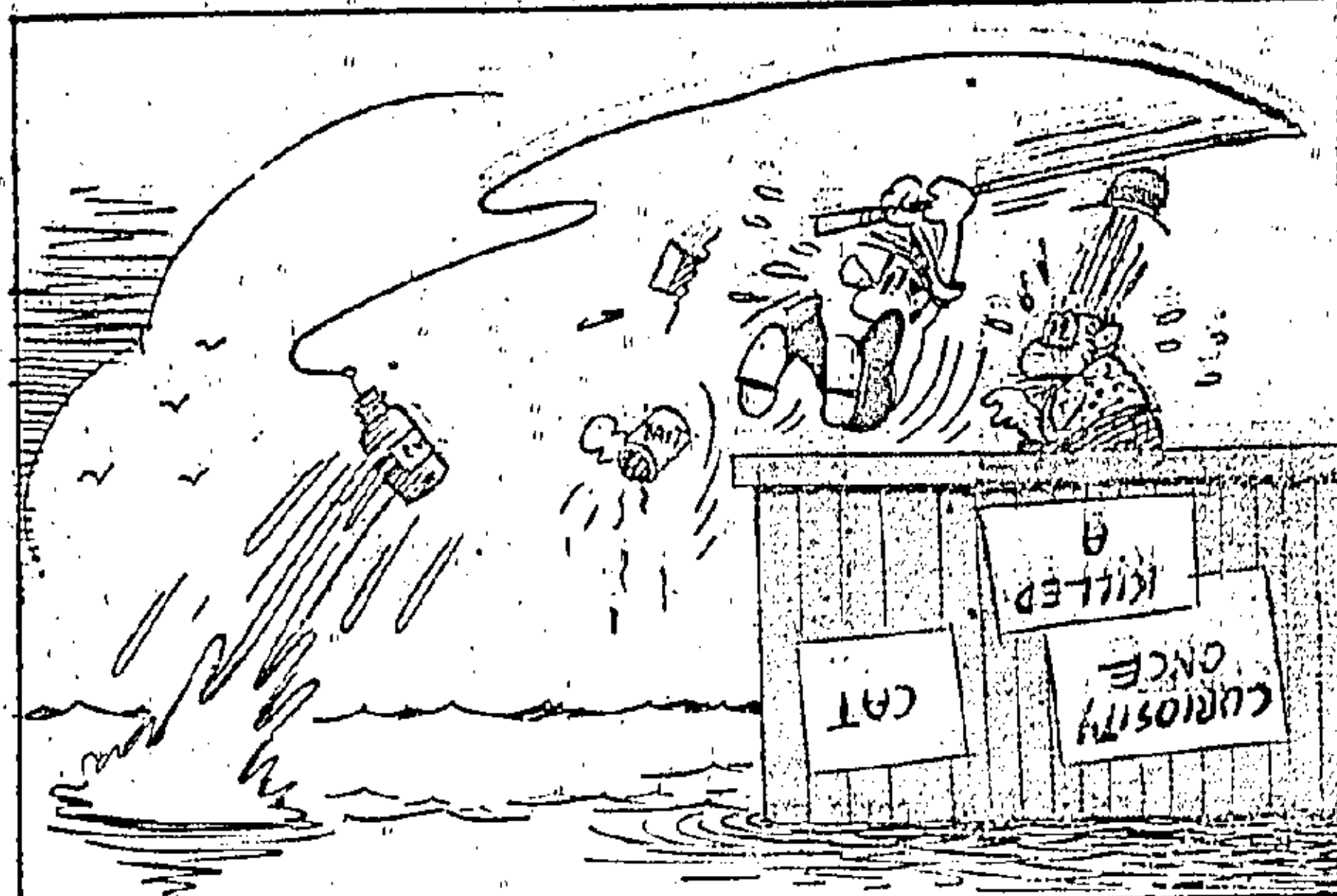
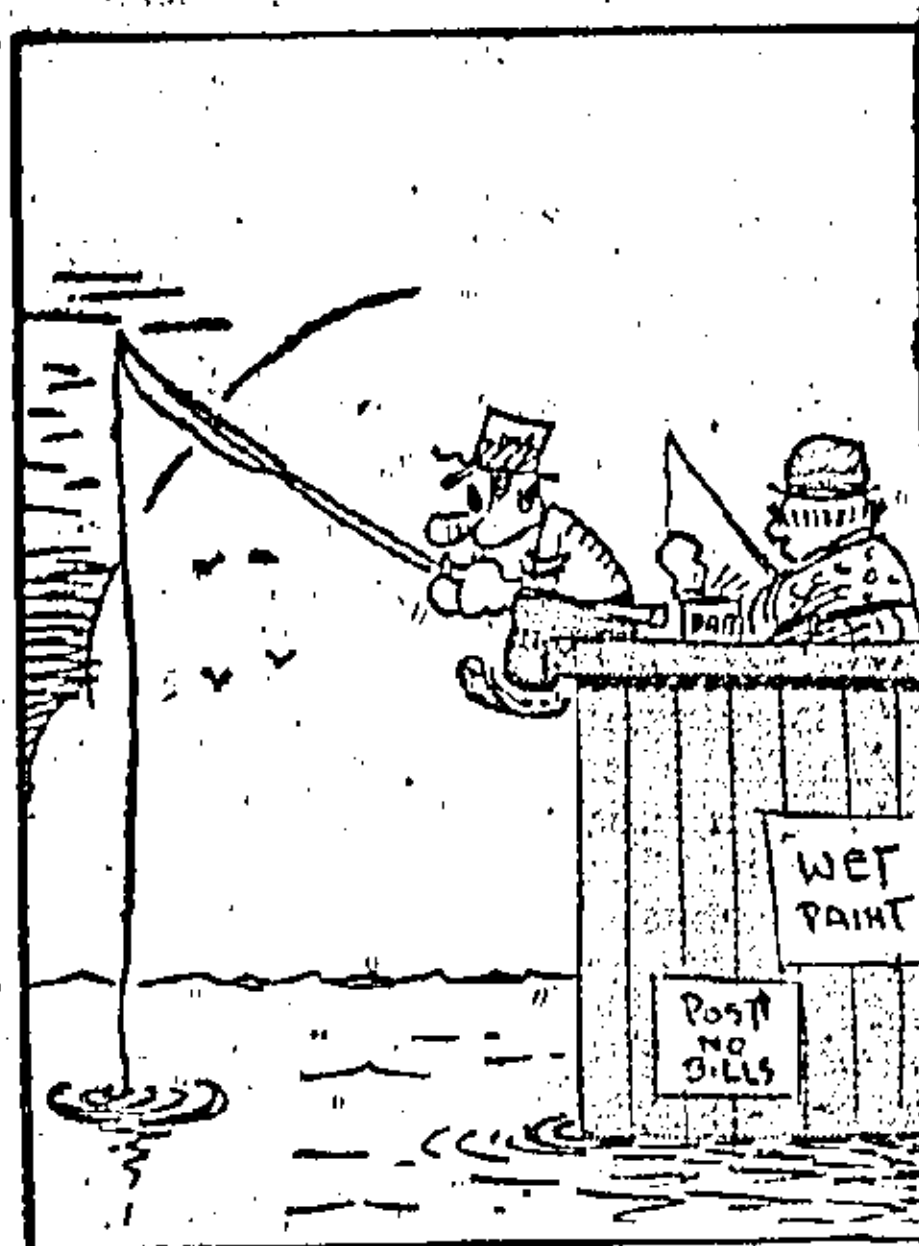


The becoming model gown described in to-day's special article.

Jo-Jo The Joker By JIM LIVERY



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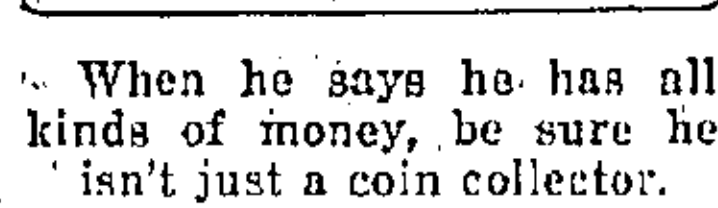
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THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

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CAPABLE OF HANDLING SHIPS UP

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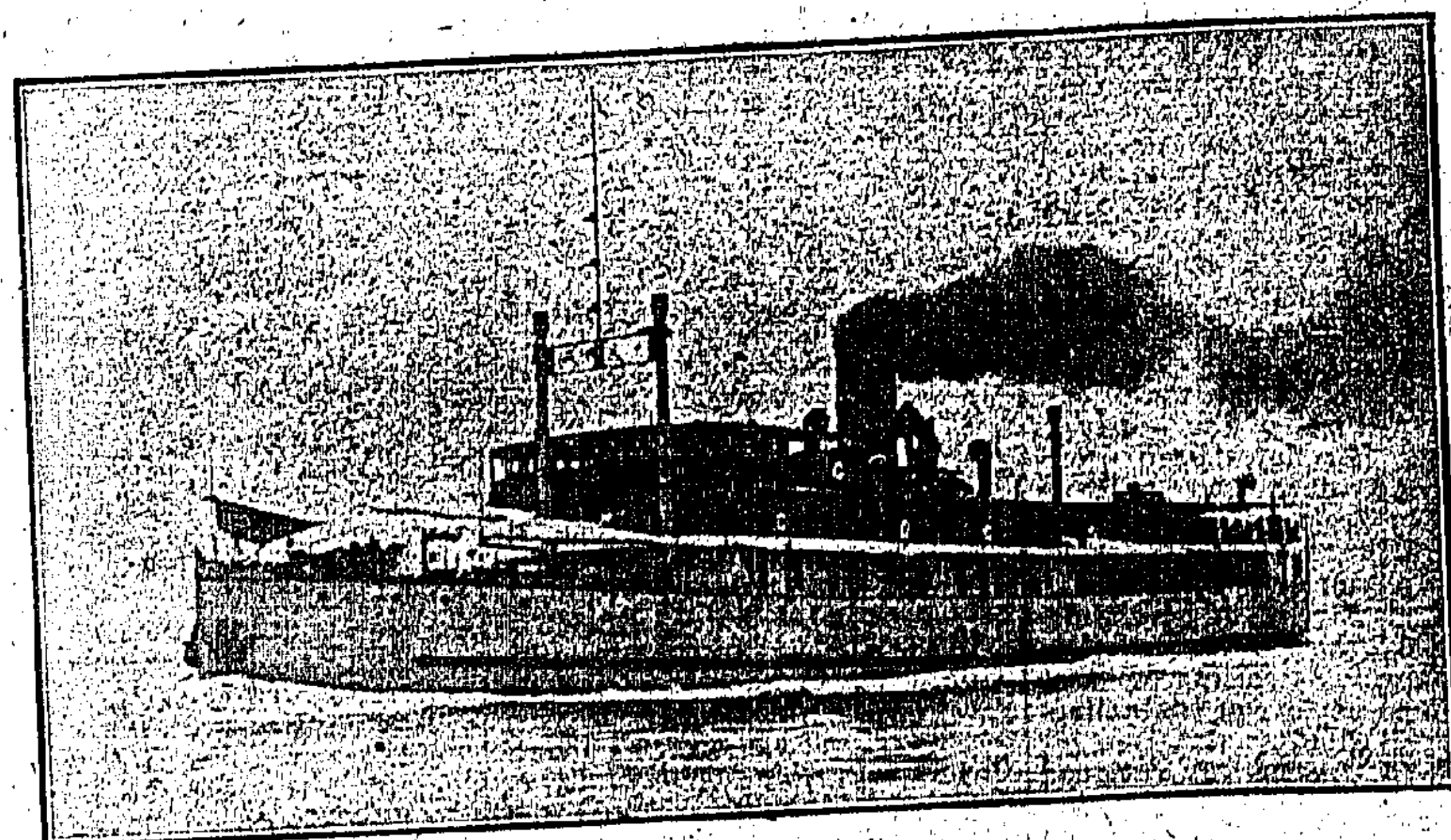
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Brass Founder, Force Master, Electricians.



T. S. S. "SIANG WO"

Passenger & Cargo River Steamer, built and engined at Kowloon Dock, by the Hongkong
and Whampoa Dock Co., Ltd., to the order of the Indo-China Steam Navigation Co., Ltd.
for service on the Middle Yangtze, Hankow-Ichang.

Please address enquiries to the Chief Manager:-

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SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
TENYO MARU ... Monday, 4th April at noon.
***KOREA MARU** (Calls Keelung/Sunday, 17th Apr. at 10 a.m.)
SHINYO MARU ... Sunday, 3rd May.
 *Calls Los Angeles

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama
ANYO MARU ... Tuesday, 3rd May at noon.
BOKUYO MARU ... Wednesday, 8th June.

MARSHILLES, LONDON ANTWERP & ROTTERDAM via Ports.
HARUNA MARU ... Saturday, 26th Mar. at 5 p.m.
KAMO MARU ... Saturday, 9th April at 11 a.m.
KATORI MARU ... Saturday, 22nd April.

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ... Saturday, 23rd May at 11 a.m.
MISHIMA MARU ... Monday, 23rd May.

NEW YORK and/or BOSTON via PANAMA.
MAYBASHI MARU ... Monday, 4th April.
TOBA MARU ... Friday, 15th Apr.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
LIMA MARU ... Wednesday, 13th April.

BUENOS AIRES via Singapore, Durban & Cape Town.
HAKATA MARU ... Monday, 28th Mar.

BOMBAY via Singapore & Colombo.
GENOA MARU ... Monday, 28th Mar.
TAMBA MARU ... Monday, 11th April.

CALCUTTA via Singapore, Penang & Rangoon.
CRYLON MARU ... Friday, 1st Apr.
MALACCA MARU ... Friday, 8th Apr.

RANGOON via Singapore & Penang.
TOMIURA MARU ... Sunday, 27th Mar.

NAGASAKI, KORE & YOKOHAMA.
MISHIMA MARU ... Saturday, 23rd April.

SHANGHAI, KORE & YOKOHAMA.
TSURUGA MARU ... Sunday, 27th Mar.
DAKAR MARU ... Wednesday, 30th Mar.
AWA MARU ... Thursday, 31st Mar.
KASHIMA MARU ... Monday, 4th Apr.

For further information apply to: **NIPPON YUSEN KAISHA.**
 Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDALCASTLE" Sails hence on or about 19th April.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

Taking Cargo on Through Bill of Lading to Genoa, all Italian, Adriatic, Levant, Black Sea and Danube Ports.

REDUCED PASSAGE RATES.

	"A" CLASS	"B" CLASS
BRINDISI, VENICE & TRIESTE	£72.10.0	£66.0.0
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NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KORE AND MOJI.

M.V. "ESQUILINO" Sails on or about 31st March.
S.S. "VENEZIA" Sails on or about 28th April.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "REMO" Sails on or about 6th April.
M.V. "ESQUILINO" Sails on or about 3rd May.
S.S. "VENEZIA" Sails on or about 31st May.

NATAL LINE OF STEAMERS.

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails from Calcutta 31st March.
S.S. "UMSINGA" Sails from Calcutta 3rd June.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

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AUSTRALIAN-ORIENTAL LINE, LTD.

'Changte' & 'Taiping.'

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS. VIA MANILA, AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

STOKEST & Most Up-to-Date First & Second Class Passenger Accommodation. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sails hence on or about
CHANGTE	8th April	18th April
TAIPING	10th May	17th May
CHANGTE	11th June	18th June
TAIPING	8th July	15th July

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE,** Agents. Tel. C. 36.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
 Taking Cargo on Through Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
 (UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
MAEDONIA	11,120	2-Apr. noon	Marseilles & London
KHYBER	9,114	12th April	Marseilles, London, Dunkirk, Rotterdam & Hull
DEVANHA	8,155	16th April	Marseilles, London & Antwerp & Hull
ALIFORE	5,273	20th April	S'pore, Penang, Obo & B'bay
DELTA	8,097	27th April	S'pore, Penang, Obo & B'bay

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

	Tons	From Hongkong (about)	Destination
TAKADA	6,949	1st April	S'pore, Penang & Calcutta
JANUS	4,800	17th April	S'pore, Penang & Calcutta
TILAWA	10,000	25th April	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hongkong (about)	Destination
*ST. ALBANS	4,500	1st April	(Manila, Sandakan, Thurs.)
ARAPURA	6,000	29th April	(Island, Townsville, B'bane.)
TANDA	6,956	3rd June	(Sydney and Melbourne.)

*Calls Kolambagan but omits Sandakan.
 Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
 The E. & A. S. Co., Ltd. steamers will also call at Shanghai, Hio, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as indicated on the following:
 Frequent connections from Australia with the following:
 The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co's Steamers or Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

	Tons	From Hongkong (about)	Destination
TEESTA	6,296	28 Mar. 4 p.m.	Moji & Kobe Osaka
LAHORE	8,253	27th Mar.	S'hai, Moji, Kobe & Yoko
GOGRA	5,181	27th Mar.	Shanghai
MALWA	10,980	1st April	Shanghai, Moji & Kobe
DELTA	8,097	1st April	Shanghai, Moji & Kobe

*Does not take passengers.
 All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.
 Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
 For Passage Rates, Handbooks, Freight, etc., apply to **MACKINNON, MACKENZIE & Co.,** Agents.
 P. & O. Bldg., Connaught Rd., C.

GLEN LINE.

Pure Hongkong to London £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

	From Hongkong (about)	Destination
Motor Vessel "GLENHARRY"	6th April	
Motor Vessel "GLENLUCE"	4th May	
Motor Vessel "GLENBEG"	1st June	
Steamship "CARNARVONSHIRE"	29th June	

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Due Hongkong.

	From Hongkong (about)	Destination
Motor Vessel "GLENLUCE"	27th March	
Steamship "CARMARTHENSHIRE"	5th April	
Motor Vessel "GLENBEG"	14th April	
Motor Vessel "GLENARA"	3rd May	
Steamship "CARNARVONSHIRE"	12th May	

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

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JOIN SERVICE OF THE

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AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

	From Hongkong (about)	Destination
S.S. "TRUCER"	via Suez Canal 8th Apr.	
S.S. "CITY OF DUNKIRK"	via Suez Canal 22nd Apr.	
S.S. "EUMAEUS"	via Suez Canal 8th May	
S.S. "CITY OF DERBY"	via Suez Canal 22nd May	

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or **THE BANK LINE, LD., HONGKONG.**
Hongkong & Canton. **Jardine Matheson & Co., Ltd., Canton.**

AUSTRAL-CHINA NAVIGATION CO., LTD.

S.S. "CALULU"

Sailing on or about

20th APRIL, 1927.

For SYDNEY, MELBOURNE & ADELAIDE

via Sandakan, Sebatik, Balikpapan, Nauru & Rabaul.

For Freight and Particulars Apply to

DODWELL & CO., LTD.

Agents

Tel. No. Central 1080.

CONSIGNEE NOTICES

OCEAN STEAM SHIP CO., LTD.

And

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer,

"EUMAEUS."

From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 24th March.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 30th March will be subject to rent.

All claims against the Steamer must be presented to the underwriter on or before the 13th April or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, March 19, 1927.

N.Y.K. DEVELOPMENTS.

CALL TO BE MADE AT NAPLES EASTWARD.

It is announced that the N.Y.K. European line, consisting of 11 steamers, are regularly calling at Naples on their Eastbound voyage from London, and it has now decided that the eight steamers, of 20,000 tons (displacement) class, Hakone Maru, Haruna Maru, Hakusan Maru, Hakozaki Maru, Katori Maru, Kashima Maru, Fushimi Maru and Suwa Maru will also call at Naples on their West-bound voyage from the Orient, with the view to affording facilities to travellers who wish to see Italy and to discharge cargo booked to there, commencing with a.s. Katori Maru sailing hence on the 23rd April.

The running time from Hongkong to Naples is 27 days and to Marseilles within 29 days, being accelerated by half a day. The aforesaid steamers will, however, omit Malacca; the remaining three steamers Atsuta Maru, Kitano Maru and Kamo Maru of 17,000 tons class will keep at the same calling ports as hitherto, i.e. they will not call at Naples on West-bound voyages but call at Malacca. Furthermore, the steamers on this service are each equipped with a high-powered radio receiver which enables those on board to hear the broadcasting from the radio stations in Japan, Seoul, Shanghai, Colombo, Italy, France and England, thus providing daily news and endless entertainment to the passengers during the voyage.

SCOTS' LUNCHEON.

HONOUR TO MR. LANG AND MR. YOUNG.

In view of the impending departure from the Colony of the Hon. Mr. A. C. Lang and Mr. G. M. Young, a complimentaryiffin in their honour was given by the past Presidents and the present committee of the Hongkong St. Andrew's Society at the Hongkong Hotel yesterday.

Their departure means the loss of two of the most popular and energetic members, who, during their long connexion with St. Andrew's Society have done much to further its interests. The honour of President has fallen to that gentleman, Mr. Lang occupying the position from 1921-22, and Mr. G. M. Young from 1919-20. Mr. R. M. Dyer, Chiefstain, presided at yesterday's luncheon, and others present in addition to the guests of honour were Mr. D. Templeton, Mr. J. W. C. Bonnar, Mr. R. Sutherland, Mr. D. Gow, Mr. K. E. Greig, Mr. A. L. Shields, Mr. A. K. Henderson, Mr. G. M. Shaw, Mr. A. Stevenson, Mr. G. Duncan, Mr. G. Hogg, Mr. A. Ritchie, Mr. P. Todd, Mr. R. O. Sutherland, Mr. N. S. Brown and Doctor G.D.R. Black.

In proposing a toast of good luck, the chairman referred to the valuable work their guests had done on behalf of the Society, during their terms of office, and both before and after. In conclusion he wished them on behalf of the Society every happiness and success.

Both guests of honour replied, and expressed their thanks for the good wishes.

The chairman then presented a suitably inscribed quail, (Scottish drinking cup) to both Mr. Lang and Mr. Young as mementoes from the Society.

Mr. Lang leaves the Colony by the Macedonia on April 2, and Mr. Young by the Empress of Canada on March 30.

GENERAL'S WILL.

OFFICER'S HONGKONG ESTATE.

Letters of administration, with the will annexed of the estate of Fernando Jose Rodrigues, late of the Portuguese Colony of Macao, retired General, who died on November 27th, 1926, at Macao, have been granted to Carlos Augusto da Rosa, of St. George's Building, Hongkong, exchange broker, the attorney of Alina Clara de Senna Fernandes Rodrigues, the widow. The deceased left property in Hongkong to the value of \$32,200. He directed that half his fortune should go to his wife—"the devoted and holy companion of my life,"—the other half to be divided in equal parts between his three children. "It is my wish and my last will," the deceased states, "that my heirs, by the love they bear me and the devotion and affection which I have always had for them, do apply and execute this testament exactly in accordance with its contents."

The will is in Portuguese, and a translation of part of it, reads as follows:

"I declare by my honour that in my lifetime I did not commit any act which may cause remorse to myself, whether as a bachelor or as a married man, and that I have no unnatural or illegitimate children, for it is recognised that in this respect one has to perform some duty, but by the honour which was always the rule of my life I would have fulfilled this obligation, which should be the duty of every honest man."

"I was always a slave to dignity. For dignity I have always regulated all by acts, so that when I die I shall leave this earth with a clear and peaceful conscience, who in life did honour his name, his country, and his family, never practising an act which may tarnish any of them."

CHESS TOURNEY.

CAPABLANCA COMES OUT TOP.

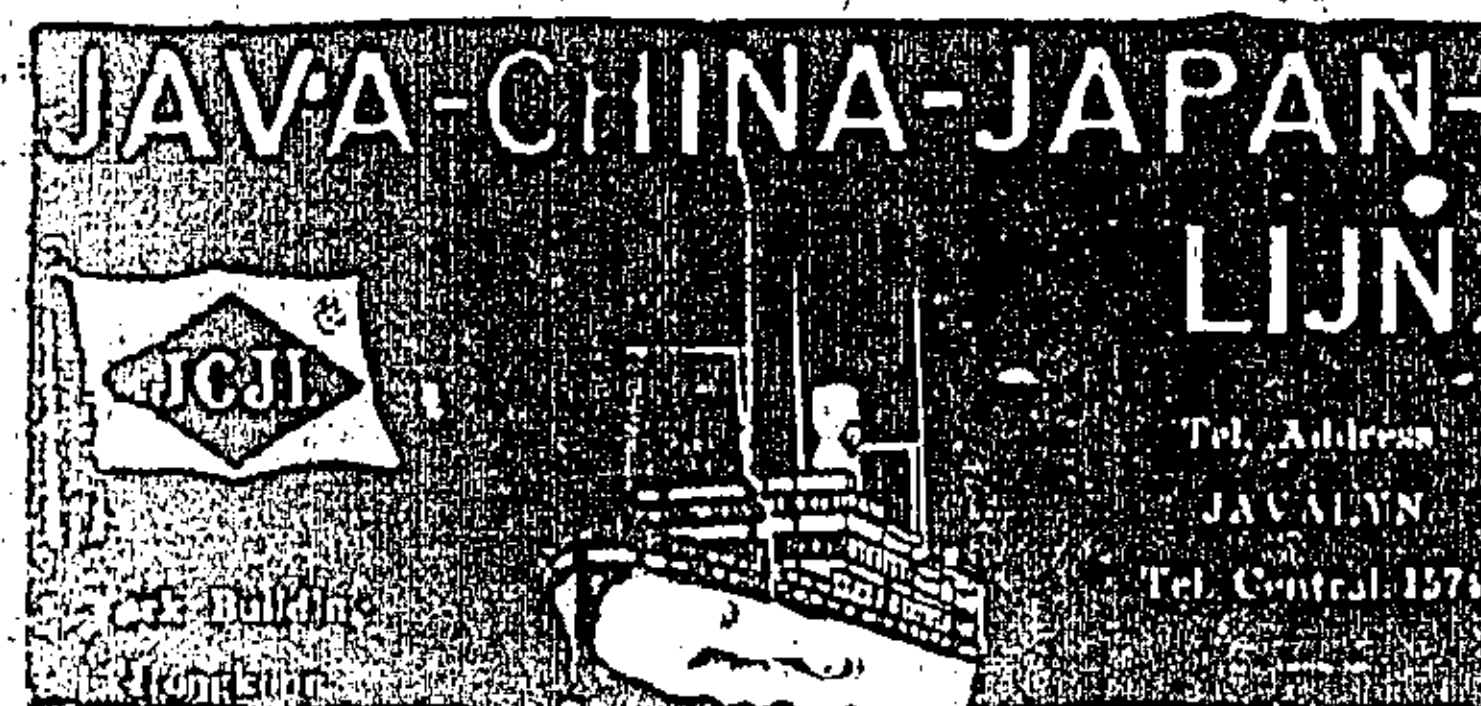
New York, Mar. 25.
 The big chess tournament has concluded.

Capablanca, whose world championship title was anyhow not affected, gains fourteen points; Alekhine eleven and a half, Nimzowitsch ten and a half, Vidmar ten, Spolman eight and Marshall six—*Enter's American Service.*

BIG BLAZE.

CAUCASIAN OILFIELDS DISASTER.

Moscow, Mar. 25.
 Several Oil reservoirs and tanks of oil products in the Grozny oilfield, in Caucasus, have been destroyed by fire.—*Router.*



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjileboet	Java, Moxr	In Port.	26th Mar.	Amoy, N. China
Tjitarang	Batavia	27th Mar.	28th Mar.	Shanghai
Tjipanas	Java	28th Mar.	30th Mar.	S'pore & Saigon
Tjilalak	N. China	29th Mar.	1st Apr.	Batavia
Tjitarang	Shanghai	7th Apr.	8th Apr.	Batavia
Tjilaroca	Batavia	10th Apr.	13th Apr.	Shanghai
Tjilondra	Java, Moxr	12th Apr.	14th Apr.	Amoy, N. China
Tjitaroom	N. China	12th Apr.	15th Apr.	M'sar, & Java

*Via Macassar

*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the **Java-China-Japan Lijn.**

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong—Daily at 2 a.m. and 8 a.m. (Sundays 2 a.m. only).

Sailings from Canton—Daily at 8 a.m. and 3 p.m. (Sundays 3 p.m. only).

MACAO LINE.

FROM HONGKONG:

8 A.M. and 2 P.M. daily.
(Sunday: 9 A.M. only.)

FROM MACAO

8 A.M. and 2 P.M. daily.
(Sunday: 3.30 P.M. only.)

SUNDAY EXCURSION.

On Sunday 27th March a.s. "SUI AN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 3.30 P.M.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS.

LOADING DIRECT FOR

MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG

and SCANDINAVIAN PORTS.

	From Hongkong (about)	Destination
M.V. "DELHI"	15th April	
M.V. "SUMATRA"	10th May	
M.V. "JAPAN"	8th June	

FOR SHANGHAI and JAPAN PORTS.

	From Hongkong (about)	Destination
M.V. "SUMATRA"	8th April	
M.V. "JAPAN"	8th April	

For further particulars apply to the

Agents:

GILMAN & CO., LTD.

Hongkong.

G. E. HUYGEN,

Canton.

HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS.

LIMITED.

In association with the 'Grand Hotel'
Des Wagons Lits, Peking.

KING EDWARD HOTEL

Meals can be had as follows:—

Breakfast 7.30 a.m.—10 a.m. \$1.00 per Cover
Tiffin 1.00 p.m.—2 p.m. \$1.00 "
Dinner 7.30 p.m.—9 p.m. \$1.25 "
Nothing to equal it at the price in the Colony.

CENTRAL LOCATION

Electric Lifts and Lighting.

Telephones on each floor.

Hotel Launch meets all Steamers.

TELEPHONE: C. 373.

TEL. ADD. VICTORIA.

J. H. WITCHELL,
Manager.

HOTEL SAVOY

When in doubt, make it The Savoy!

KOWLOON HOTEL

PREMIER HOTEL IN KOWLOON

Modern Toilet System.

Elevator and Telephones to each floor.

Smoking Room and Saloon Bar. First Class Billiard Table
Recently renovated throughout.

Manager's Personal Attention

Tels. K. 608—609.

WM. HAROLD PERRY

Cables KOWLOTEL, HONGKONG

Manager

PALACE HOTEL.

Tel. Kowloon No. 3 Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans throughout.
Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:—
"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL, LTD.

Arthur E. Odell, Managing-Director.

Ask your friends
what they think
of our service!

We take a pride
in every article
we handle.

Dry Cleaning and
Dyeing as it should
be done.



THE INTERNATIONAL DRY-CLEANING & DYEING CO.
19, Wyndham St., Hongkong. — 36, Nathan Road, Kowloon

ULTIMATUM TAKES EFFECT.

(Continued from Page 1.)

King and the loss of lives of Americans and other foreigners there.

United States naval circles are most perturbed at Rear-Admiral Williams' despatches from China. Mr. Wilbur, the Secretary of the Navy, states that he insisted at his conference with Mr. Kellogg (the Secretary of State), yesterday, that a definite announcement should be made indicating that the Government is standing squarely behind Rear-Admiral Williams in all the measures that he might be compelled to take.

There is much satisfaction at what appears to have been effective and cordial Anglo-American co-operation at Nanking. Rear Admiral Williams' reference to "strong anti-foreign feeling" has convinced officials that the United States is faced with a really first-class crisis in China. It is feared that the whole of China may be aroused against foreigners and that even a greater conflagration than the Boxer Rebellion may have to be faced.

The attitude of the Press and public opinion, to which the Administration is most sensitive in view of next year's Presidential election, appears to be stiffening. One newspaper remarks on the fact that United States troops have been in action against the Chinese may "bring down on us the bitterness hitherto directed against the British." It adds that this will at least "tend to align the Powers once more in a single policy."—*Reuter's American Service.*

ORDER IN SHANGHAI.

General Pai a "Moderate."

Shanghai, Mar. 25.
The situation is gradually improving and Cantonese military are taking steps to restore order in Chapel.

General Pai Ching-hsi is understood to be a firm adherent of Marshal Chiang Kai-shek and friction between the moderates and extremists in Shanghai is regarded as unlikely.—*Naval Wireless.*

ANOTHER STRIKE?

Shanghai Union Threat.

Shanghai, Mar. 26.
The Shanghai General Labour Union has declared that unless the Municipal Council accepts its demands concerning resumption of work within three days, another general strike will be declared.—*Nam Chung Pao.*

SHANGHAI'S FUTURE.

Only Possible Action.

London, Mar. 25.
With regards to Lord Desborough's statement in the House of Lords on Wednesday last, *Reuter* is authoritatively informed that there can be no doubt whatever with regard to the Policy of His Majesty's Government in regard to China, the principles of which were laid down in the Memorandum to the Chinese Government and later amplified in the British offer to China. There principles indicated the lines on which His Majesty's Government felt it possible, by unilateral action, to negotiate with China (without waiting for Treaty revision) for certain modifications as regards purely British Concessions. The Shanghai Settlement, however, is an international one and obviously the Shanghai question can only be settled having regard to the special local conditions and by agreement with the Governments of all the Powers concerned. It must be clear to all who understand the situation that the question of Hankow and other purely British Concessions, is entirely on a different plane from that of Shanghai.—*Reuter.*

EFFECT ON POLICY.

"If Incident Repeated"

London, Mar. 25.
An authoritative version of the Nanking affair, received in London, shows that the Northerners were clearing out of the City when advance bands of troops, calling themselves Cantonese, but really guerrilla parties, entered the City and started looting and attacking foreigners.

These bands were entirely uncontrolled.

While the outbreak will have no direct effect on the general policy of Great Britain towards China, it is recognised that such an incident, if repeated, will make the Government's task harder and render it more difficult to make concessions. The relations between the British Government and the Cantonese may be affected if disturbances recur.—*Reuter.*

SHANGHAI'S GRATITUDE.

Full Text of Message.

London, Mar. 25.
The following is the text of the message transmitted to the British Government at the request of many hundreds of Shanghai foreigners, whose signatures will follow by mail:—"We, the undersigned,

FREE VACCINATION.



These photos show St. John Ambulance Brigade men giving free vaccination at Tai Hang. Chinese are still crowding up to be "done," and so far over 31,000 have been vaccinated. The campaign is still continuing.

ed non-British residents of Shanghai wish to express appreciation to His Majesty's Government for the prompt and adequate measures taken for the defence of Shanghai. Though we realise that, quite naturally, the despatch of troops was primarily for the defence of its own nationals, all foreigners residing here, of whatever nationality, have benefited equally. If the British troops had not arrived when they did we should now all be in an extremely uncomfortable and dangerous position, if we had not actually been forced to leave the place. It is certain that women and children would have had to evacuate and the Settlement would probably have shared the fate of Hankow and Kiukiang. The opinion is heard freely expressed on all sides that Great Britain, by the courageous stand she has taken in this crisis, has again given a lead to the whole civilised world.

The signatures represent sixteen different nationalities.—*British Wireless.*

OFF TO SHANGHAI.

Border Battalion Leaving.

Further troops are leaving here for Shanghai to-day by the P. and O. s.s. *Karmala*, these comprising the 1st Battalion of the Border Regiment, which arrived here on the 3rd instant and has been accommodated at the Victoria, Wellington, Lyemun and Whitfield Barracks.

Lieut.-Col. J. H. M. Cornwall, C.B.E., D.S.O., M.C., commanding a field battery of the R.A., is also leaving by the *Karmala* to assume the duties of General Staff Officer, Grade 2.

EXTREMISTS ON TOP.

Military Council Supreme.

Reports from Hankow indicate that the Kuomintang extremists there, now dominating the Government, have made a new regulation governing the organisation of the Military Council, the application of which will mean that Marshal Chiang Kai-shek's influence will be modified. The new regulation invests the Military Council with the highest military authority of the Nationalist Army, including appointments and dismissals, and all other powers formerly enjoyed by the Commander-in-Chief.

The Commander-in-Chief and all other military commanders who are members of the Military Council may send delegates to attend the Council meetings if they are not able to attend personally, but they will have no votes. This clause is of particular importance because Marshal Chiang and most of his loyal lieutenants are at present on the front and most of the generals in Wuhan are of the extremist faction, so if the former have no votes in the Council the latter may do anything they desire.

REDS DENOUNCE REDS!

Army Oppresses Workers.

The All-China Labour Union, the Red labour organisation in Canton, has just circulated a telegram denouncing the Nationalist Army as oppressing the labour classes.

GERMAN SENTENCED.

EMPLOYED WITH SHANTUNG ARMY.

A European who stated that he is a German and an engineer by profession, was charged on remand, before Mr. R. E. Lindsell this morning, with defrauding the Palace Hotel through being unable to pay his Hotel bill which amounted to over \$200 at the time of his arrest. He was convicted and sentenced to six weeks' hard labour on this charge.

The interesting fact was also disclosed in the discovery that the name of Ferdinand Hauschild, which accused gave to the police here, is false. This formed the subject of a second charge connected with the Passport Regulations, and an additional term of four weeks' hard labour was imposed.

Detective Sergeant Elston stated that the police had reason to believe that the accused, whose real name had yet to be ascertained, was employed at Tientsin as a repairer of aeroplanes in the Shantung Army. He left this job to come down South, and was in Canton with the view to obtaining similar employment before he came to Hongkong.

Plans are being made for 500 Metropolitan and City police of the Roman Catholic faith to visit Rome in October, when they will be received at the Vatican.

When Thomas Randolph was charged at Bow-street on an extradition warrant with stealing \$18,000 from a Zurich merchant it was stated the Swiss Legation withdrew the case, and Randolph was discharged.

The telegram states that at a recent general conference of labour delegates it was reported there that in the so-called revolutionary base of Kwangtung, workmen have been attacked many times with bombs and machine guns (the recent battles on the Canton-Samshui Railway between the mechanics and the railwaymen, in which it is alleged that General Li Chai-sum helped the Right Wing with bombs and machine guns being mentioned, and that the "capitalists" have been authorised to dismiss employees as they wish.

In Kwangsi, the military commanders have openly acted as militarists of the worst type, having closed down Labour Unions, banished the leaders and put unionists under arrest. The military in Kiangsi (which is directly under Marshal Chiang) have sent soldiers to surround the Labour Unions and to kill and wound the members.

The All-China Union says it is extremely surprised that such evil actions should be committed by the Nationalist military forces who are supposed to be disciples of the late Dr. Sun.

Entertainments.

TO-DAY ONLY

QUEEN'S

2.30, 5.10, 7.15, 8.20.

LAURA LA PLANTE

in

HER BIG NIGHT

SPECIAL at 9.20 p.m.

(By Kind Permission of Lt.-Col. L. J. Comyn,
C.M.G., D.S.O. and Officers)

FULL MILITARY BAND OF THE KING'S OWN SCOTTISH BORDERERS

WORLD

PAULINE & WALLACE
STARKE & BEERY

in

THE DEVIL'S CARGO

2.30 to 11.15 p.m.

REGINALD DENNY

in

WHAT HAPPENED TO JONES

JOHN BARRYMORE

in

THE LOTUS EATER

QUEEN'S THEATRE

SUNDAY, MARCH 27th

at 9.30 p.m.

GRAND CONCERT

BY THE

MASSSED BANDS

(65 PERFORMERS)

of

1st. BN. THE CAMERO IANS

and

1st BN. MIDDLESEX REGT.

CLASSIC AND POPULAR PROGRAMME

CONCLUDING WITH

THE BATTLE OF WATERLOO

Conductor: Mr. HORACE G. DOWELL, L.R.A.M.

Dress Circle \$3.00, Stalls \$2, Gallery \$1.00

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THE HOT STALL.

AMUSING THEATRE CASE.

A decision in a singular case is to be given shortly in Paris. A certain M. Maillaut booked an orchestra stall, No. 141, in a well-known music hall for the sum of 71 frs. 50. When he arrived at his seat he found it already occupied by an Englishman, puffing at a large cigar. A verification of the intruder's ticket showed that he should have sat in Stall No. 143, and he was accordingly asked to move along one seat.

With profuse apologies, the Englishman moved. But M. Maillaut continued to gaze severely at

the vacant 141. "I will not sit there," he declared. "This seat has been warmed; my health will not allow me to sit on a hot seat." It was in vain that the officials of the theatre begged him to change his mind—or his seat; he was even offered a place in the manager's own box. M. Maillaut angrily replied that he had booked seat 141, it was not in a fit state to receive him, and that consequently he would leave.

He has now brought an action against the music hall to recover the price of his seat, plus 200 frs. damages for a wasted evening and an unnecessary taxi-cab. It remains for the court to decide whether an orchestra stall should be served hot or cold.

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